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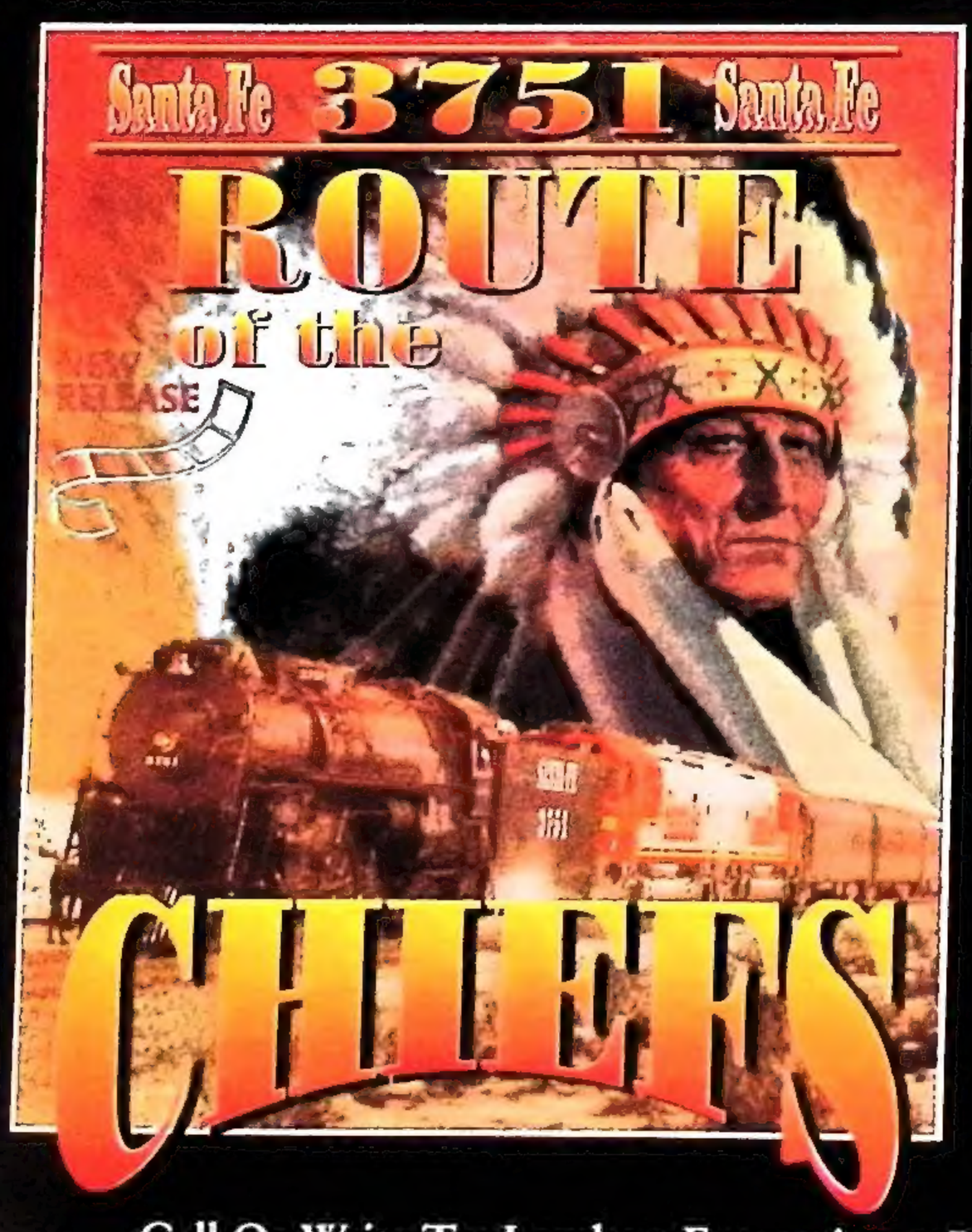

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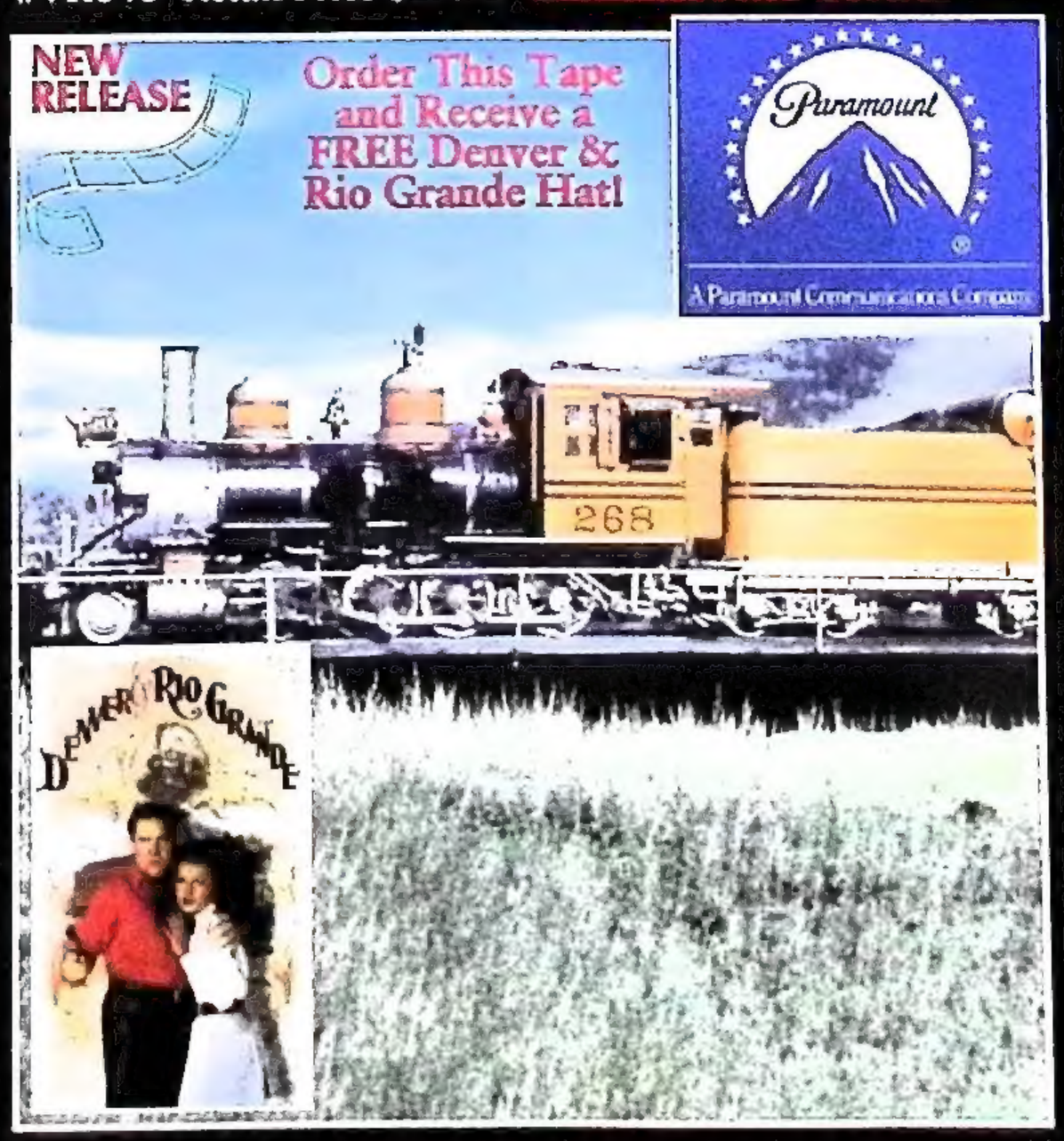

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Tweetsie video information

Thank you for the expansive coverage of the ET&WNC and the 75th birthday of 4-6-0 No.12 in the October '92 issue. The excellent article and inclusion of information about ET&WNC books, videos, photographic tips and the ET&WNCRR Historical Society will do much to update those interested in Eastern United States narrow gauge.

The Historical Society is three years old and still finding its way but has ambitious plans which include the restoration of ET&WNC Combine 15 now at Tweetsie Railroad. We are also very proud of our quarterly publication, the *Stemwinder*, produced by John Waite and Chris Ford.

I would like to offer a correction to the VIDEOS column in that same issue. Del Vecchio reviewed the ET&WNC portion of the original Herron Rail Services' *Glory Machines* and stated that it was "shot by an unknown photographer in 1950, the last year of the narrow gauge operation." We believe this movie was taken around 1941, as the pictured engine No.14 and her sister No.10 were purchased by the United States government and sent to the White Pass in May of 1942.

This video is of some interest as this is the only known color picture of the green ET&WNC paint scheme, which most of the fleet sported from the mid 1930s to the early 1940s. There is a color slide of Caboose 505 reproduced in John Henderson's *Cabins, Crummies and Hacks Vol.2* by H&M Productions and a black and white set in the book *Tweetsie Tales* by E.T. Campbell, both probably taken the same day as the color movie. I have contacted Mr. Henderson about other slides of that day but learned that the slide of ET Caboose 505 was purchased in a random set and no other ET photos were found. We are very interested to know if anyone has any color photos of the ET&WNC narrow gauge and specifically the green paint scheme.

MALCOLM L. MARION, III, M.D., F.A.A.F.P.
President ET&WNC Railroad
Historical Society, Inc.
134 West End
Chester, SC 29706.

Doe River and Toe River

This is the second time I have written about his same subject; about six years ago I wrote to the editor of another magazine. This refers, or course, to the ET&WNC article in the October '92 issue. Both of you in my best knowledge have misnamed the Toe River, calling it the Doe. Not having a USGS map in front of me, I can tell you that unless there is a Doe River somewhere in that vicinity, there is only a Toe, or South Toe River in that area of the Old North State.

JAMES K. LEDBETTER
Black Mountain, N.C.

✏ *In Tennessee the ET&WNC generally followed the "Doe" River for 20 miles between*

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Elizabethton and the North Carolina State Line, including the famous Doe River Gorge with its numerous bridges and tunnels. The Linville River Railroad portion of the ET in North Carolina followed the "Toe" River for roughly three miles between Minneapolis and Newland. The article's author John Waite discusses in his WE'D LIKE YOU TO MEET... an old-timer in the Toe River Valley and also hiking through the Doe River Gorge. He and his article are both correct. These rivers are apparently often confused by casual observers — M.D.

New Hope for the commuters

I was reading the very interesting and attractive article on the New Hope & Ivyland in the October '92 issue. The final lines of the article are "... there's new hope for the future of this historic railroad."

Not included in the article is the suggestion that the real future of the line may be in the restoration of commuter service to and from Philadelphia. This railroad is unique in that it, like the revitalized Atlantic City service, need not be the conventional five-day-a-week, mornings-in, evenings-out commuter service. In recent years New Hope, Pa., and Lambertville, N.J., have seen major population growth with the construction of condos and apartments surrounding the historic centers of the towns. If commuter service were restored my guess is that it would be only about a 55 minute commute to jobs in center city Philadelphia. (It is possible to commute now from Doylestown or Trenton, but neither is satisfactory for residents of New Hope/Lambertville.)

On evening and weekends New Hope itself, as a major tourist center, would attract Philadelphia residents to New Hope's many excellent restaurants, the Bucks County Playhouse and the many other local attractions, provided, of course, there were convenient train schedules.

Whether commuter service is offered under the auspice of a commuter agency or the NH&I itself, it seems almost inevitable that it will happen. I'm convinced there is money to be made by providing this desirable service.

JACK McDOUGAL
Clinton, N.J.

From Nick Morant

A few lines from the wilds of western Canada. I am simply following out the instruction given by Watson to Sherlock Holmes (or vice versa). The quotation is well known ... "Elementary, my dear Watson."

I am deducing that the initials "BK" are Bruce Kelly's as signalled at the conclusion of a book review "Nick Morant & the Canadian Pacific" etc. I always vowed I would never allow myself to get trapped in a bloody book. One day I made a mistake and opened my big fat face "for a friend," you understand, so okay it took nearly nine years and now it haunts me like a ghost in an opera house, only it pays less at the box office.

Presently I am passing the throes of "autographing" things. Bits of rail, a quarter section of a busted up marker found twenty-one years after the accident hidden by a sectionman shortly after the auxiliary left the district.

One often sees a book store hosting an author — a harassed-looking object with a

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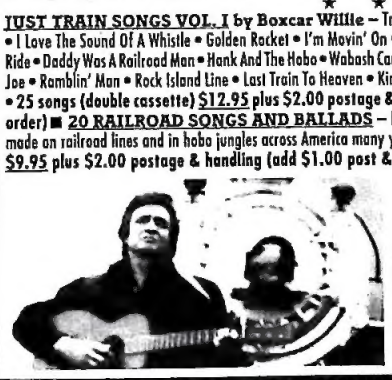

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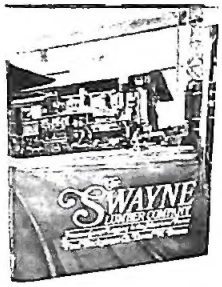

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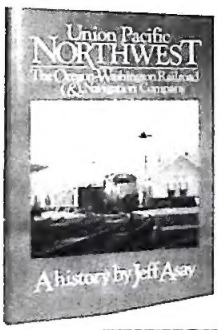

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pen (gone dry) held limply in his or her hands. But forget not please the dreadful moment when there's a slip of the mind, and the pen. To my good friend Samuel Ogenthorpe, III, those were the days, eh, boy?

Warning the lucky winner to "give the ink a few minutes to dry, eh?" The bright young fellow takes the book and carefully runs his stubby little fingers, as if to openly doubt my words of warning.

Remember now, dear reader the book is priced at just under a hundred bucks — before tax.

So ok, so far I've buggered up two volumes encouraging by the bookseller (usually a shoddy looking thing with horn rimmed glasses and no sense of humour.)

All of this diatribe comes in my honest attempt to thank you for your most supportive review, with praise awreddy. Your note about use of the older transparencies is well taken. I believe it was Garden's idea to give an "historic atmosphere." This brings up the point that so many old Kodachrome and Ektachromes are quickly disappearing into oblivion (I have more than fourteen thousand pictures in files in Montreal).

In closing, I might just mention, most people have no idea of what I did over the past 82 years (beyond fighting off excited females with ink on their hands). Put in six weeks on the floor of the first United Nations Confab in San Francisco, and did all facets of the Canadian Pacific Empire (about three thousand miles of track, their oil companies, Real Estate and Trans-World Steamships). You could check a bag in Paddington Station London directly to Manilla via CP Hotels everywhere, ferries, ships on the Great Lakes — I was a busy young man carrying 52 pieces of baggage very often. I also have about thousand pictures with national Film Board (a government wartime agency).

NICHOLAS MORANT
Banff, Alberta, Canada

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4.

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH); **November 7**, 611 Atlanta to Toccoa, Ga., round trip (ANRH); **November 8**, 611 Atlanta to destination to be announced (ANRH); **November 14-15**, 611 Birmingham, Ala., to Chattanooga and return each day (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201.

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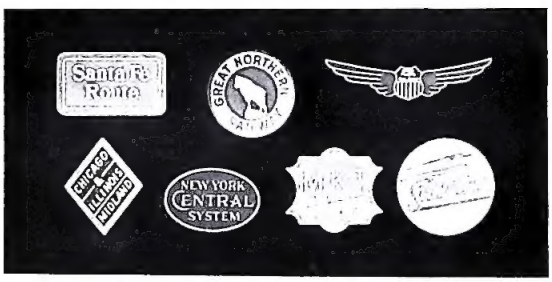

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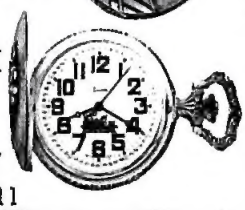

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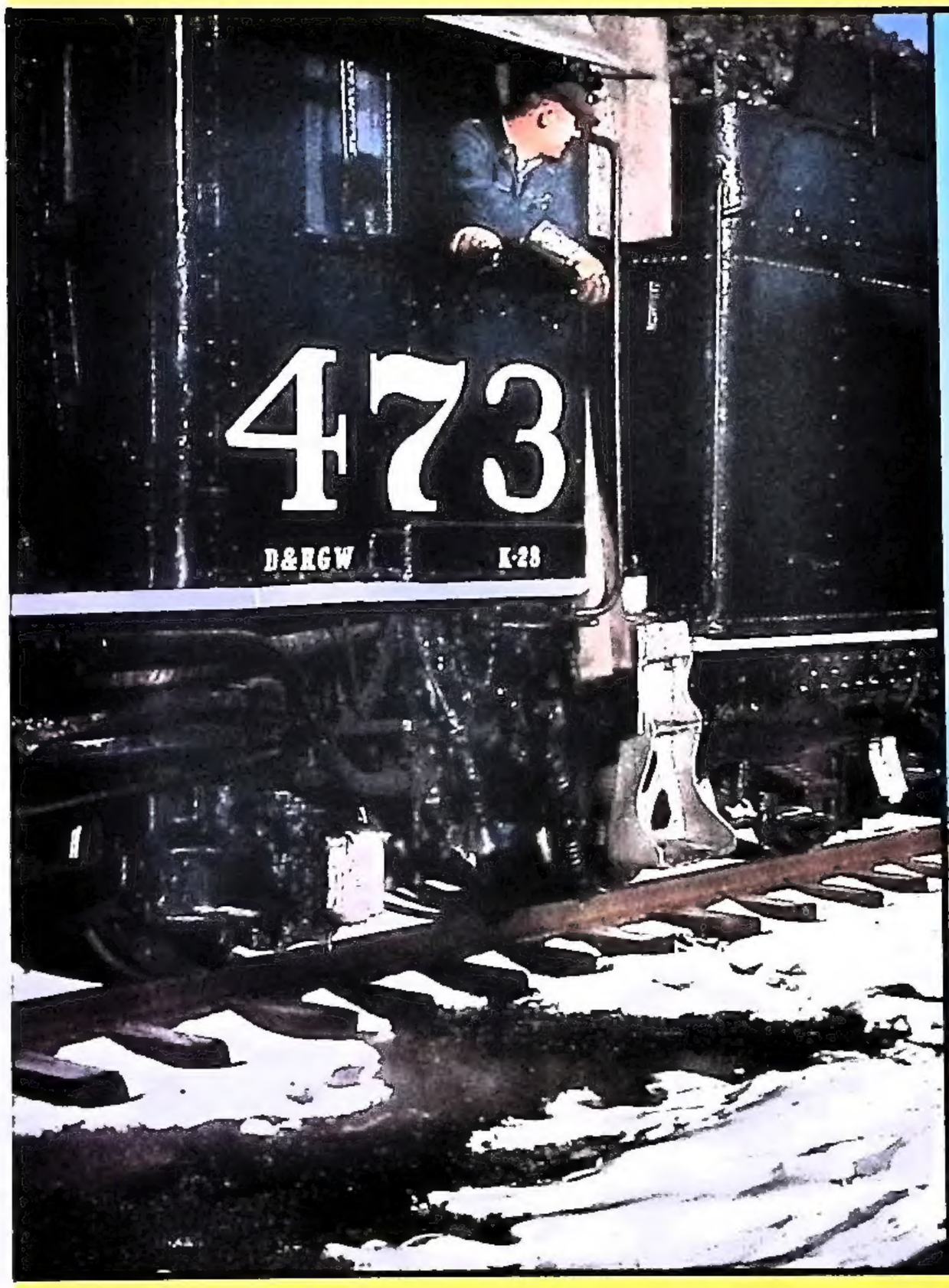

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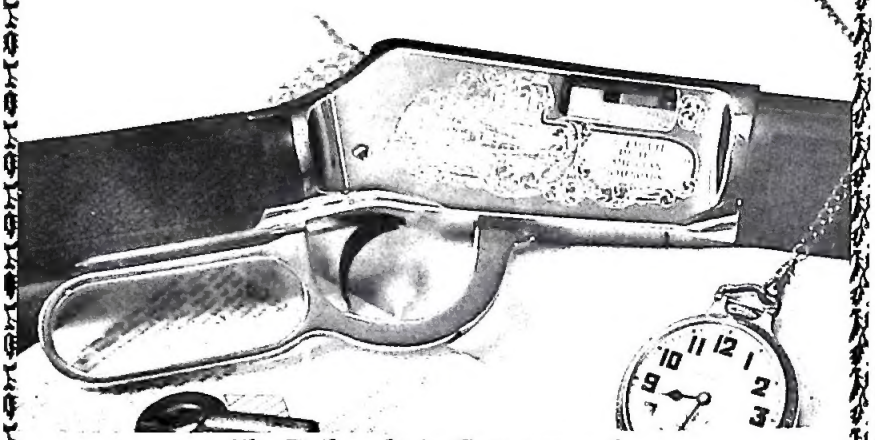

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CUMBERLAND, MARYLAND, November 1-8. Maryland Railfest 1992 at Western Maryland Station celebrating 150 years since first B&O train arrived. Excursions to Connellsville, Pennsylvania, via Sand Patch Grade and to Grafton, W.Va., via the more than 2% grades of B&O's West End. Equipment displays, facilities tours, live entertainment and more. For information phone: 800/TRAIN-50.

UP 4-6-6-4 3985 will be operated or displayed on the following dates en route to and from its special performance on the Clinchfield Santa Claus train. All dates are subject to last minute change.

November 3 Cheyenne-North Platte (freight); **November 4** North Platte-Marysville (freight); **November 5** Marysville-Kansas City (freight); **November 6** Layover Kansas City; **November 7** Kansas City-St. Louis; **November 8** St. Louis-Poplar Bluff; **November 9** Poplar Bluff-Memphis; **November 10** Layover Memphis; **November 11** Memphis-Nashville; **November 12** Nashville-Louisville; **November 13-15** Layover Louisville; **November 16** Louisville-Huntington; **November 17** Layover Huntington; **November 18** 3985 relettered to Clinchfield 676; **November 19** Huntington-Kingsport; **November 20** Kingsport-Shelby; **November 21** Shelby-Kingsport (Santa Claus Special); **November 22** Kingsport-St. Paul-Kingsport (CSX employee special); **November 23** Kingsport-Huntington; **November 24** Layover Huntington; **November 25** reletter back to 3985; **November 26** Layover Huntington (Thanksgiving Day); **November 27** Huntington-Cincinnati; **November 28** Cincinnati-Vincennes; **November 29** Vincennes-St. Louis; **November 30** Layover St. Louis.

December 1-4 Layover St. Louis; **December 5** St. Louis-Kansas City; **December 6** Kansas City-Omaha; **December 7** Layover Omaha; **December 8** Omaha-North Platte (freight); **December 9** North Platte-Cheyenne (freight).

RENO, NEVADA, November 5-8. Silver State TRAIN '92 Convention at Reno Hilton (formerly Bally's) hosted by Tourist Railway Association, Inc., Feather River Rail Society and Friends of the Nevada State Railroad Museum. Theme of convention seminars is "Focusing on Compliance with New Government Regulations". Bus tours to Portola Railroad Museum, Nevada State Railroad Museum and Virginia City. Convention registration $55-70; tours $15-20 each; banquet $30. For details contact: Silver State TRAIN '92, P.O. Box 460537, Aurora, CO 80046-0537; 800/67-TRAIN.

BLOOMINGTON, ILLINOIS, November 7 through May 1993. McLean County Historical Society's museum exhibit "What's that coming down the line? The Railroad in the American Mind." Also special events, photo contest, films and a concert. Exhibit open Monday through Saturday 10am-5pm, until 9pm on Tuesdays. Admission $2, Tuesdays free. Contact: Mike Matejka, McLean County Historical Society, 200 N. Main Street, Bloomington, IL 61701, 309/827-0428.

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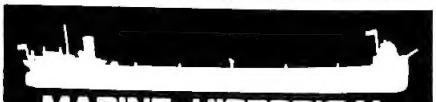

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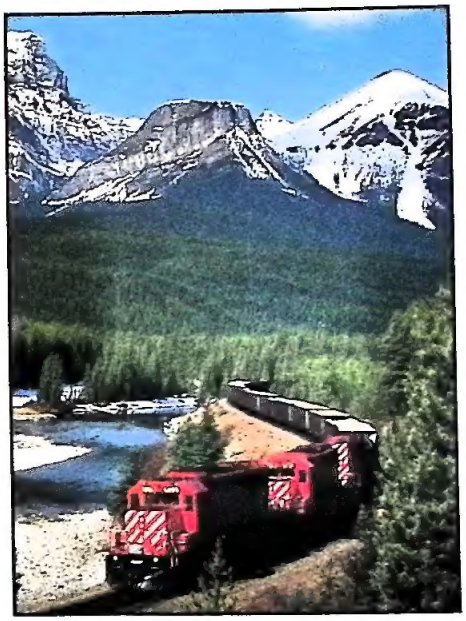

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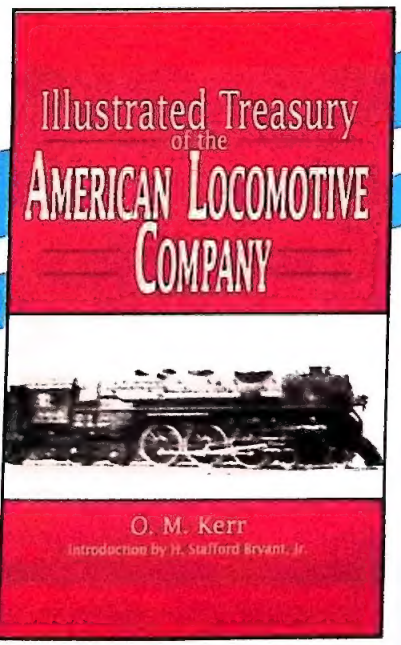

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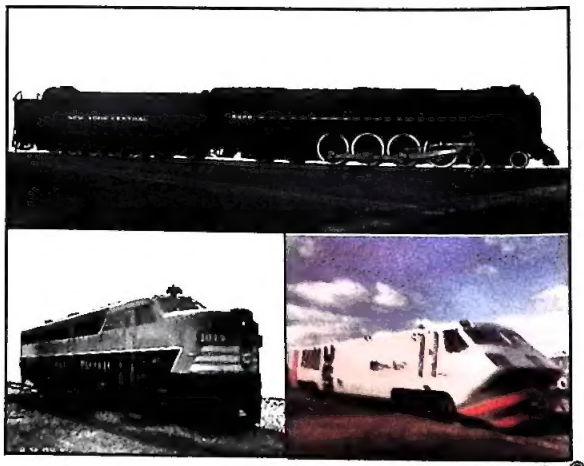

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"THE IRON HORSE" will air November 16, 8-9pm (ET) on the Discovery Channel, hosted by Roger Kennedy, director of the Smithsonian's National Museum of American History. The program covers the history and cultural influence of America's railroads, including such topics as the robber barons, folk music and technological advances.

WHIPPANY, NEW JERSEY, November 29 and December 6, 12-13 and 19-20 Santa Claus Specials powered by Morristown & Erie Alco diesels at the Whippany Railway Museum, 1 Railroad Plaza, Route 10 at 1, 2, 3 and 4pm. Adults $5, under 12 $2.50, babes in arms free. Ten-mile, 45-minute ride. Send check or money order with SASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. Indicate preferred date and time for excursion as well as alternate date and time. For information phone: 201/887-8177.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursion:

December 5, Birmingham, Michigan, to Frankenmuth/Crossroads Village Festival of Light on charter bus, with narrow gauge steam train ride behind D&RGW K27 2-8-2 464, dinner and shopping. Call for fares.

BOSTON, MASSACHUSETTS, December 12. "34th Street Express" chartered Amtrak shopper's special to New York City departing 7am, returning by 11pm. Adult $60, ages 5-16 $50, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

NEW YEAR'S IN ARIZONA December 31-January 3. Los Angeles-to-Flagstaff on Amtrak's *Southwest Chief*, charter bus Flagstaff-to-Clarkdale for ride on Arizona Central Railroad, overnight in Flagstaff, ride Grand Canyon Railway north and return by charter bus, Flagstaff-to-Los Angeles on *Southwest Chief*. From $311. Contact: Pacific Railroad Society c/o B.L. Sibert, 777-70 E. Valley Boulevard, Alhambra, CA 91801; 818/570-8651.

BOSTON, MASSACUSETTS, January 23. "Snowflake Special" chartered excursion to the Berkshires. Depart 8am, return 8pm. Choice of sleigh rides, tour of historic Deerfield or "mountain railroading" to Albany. Fares, including lunch and one activity: adult $60, ages 5-16 $45, under 5 in lap sharing meal with adult free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122, (916/836-1745) is sponsoring the following tour:

Mexican and Guatemalan Rail Adventure, January 28-February 14 (shorter options available), charter private cars, steam and diesel.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Philippines, January 30-February 13, steam in paradise.
Zimbabwe, February 20-March 6, Garratts and wild game.
Australia, Spring 1993, emphasis on travel by rail.

ALL OVER DOWN UNDER: AUSTRALIA and NEW ZEALAND, February 1-March 16. Guided tour with 45 trains in 45 days, 4 gauges, 85% narrow gauge mixed plus cab rides, trolleys, suburbans and more. $3994 for air, rail, sea and road travel and some meals. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

AUSTRANSIT '93 March 20-April 28. Phenomenal tour includes standard, broad and narrow gauge rail operations plus such scenic wonders as Ayers Rock and the Great Barrier Reef. Travel the world's longest railway tangent, the zig zag incline

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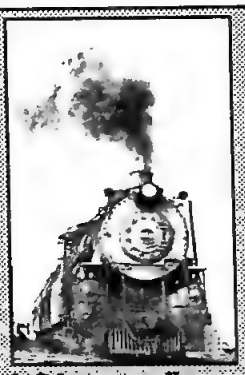

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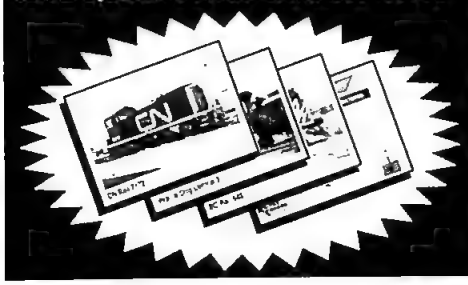

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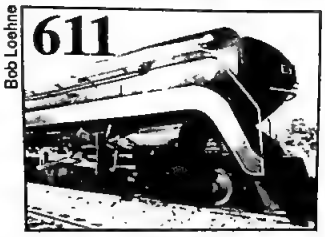

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RAILROADIANA MEETS

MISSISSAUGA, ONTARIO, November 6-8. The Hobby Show at International Centre, 6900 Airport Road, Adults $7, ages 6-12 and seniors $4.50, under 6 free. "North America's largest hobby show" with 210,000 square feet of exhibition space. Contact: Ted Curl, The Hobby Show, 600 Euclid Street, Whitby, Ontario L1N 5C2; 416/428-6466.

BLOOMINGTON, ILLINOIS, November 7-8. Central Illinois Great Train Show at College Hills Mall, College Avenue & Veterans Parkway, 10am-9pm Saturday, noon-5pm Sunday. Free admission, tables $8 per day. Contact: Mike Helphinstine, CIRC, P.O. Box 4441, Bloomington, IL 61702-4441; 309/452-3663.

KANEOHE, HAWAII, November 7-8. Oahu Model Railroad Society Show & Auction at Kalaheo High School Library, 10am-3pm. Railroad items for sale, plus models operating and on display. Clinics and repairs offered. Admission $2, ages 6-17 $1, 5 and under free.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

November 7-8, Detroit, Michigan. Michigan Expo & Fairgrounds, 1120 West State Fair.

November 14-15, Dallas, Texas. Dallas Convention Center, 650 South Griffin.

November 21-22, Denver, Colorado. National Western Stock Show, 4655 Humboldt Street.

November 28-29, Pomona, California. Los Angeles County Fair & Expo Complex, White & McKinley avenues.

November 28-29, Collinsville, Illinois. Gateway Center, One Gateway Drive.

December 5-6, Phoenix, Arizona. Phoenix Civic Plaza, 225 East Adams Street.

December 5-6, Orlando, Florida. Central Florida Fair, 4603 West Colonial Drive.

December 12-13, Indianapolis, Indiana. Indiana Convention Center, 100 South Capitol Avenue.

December 12-13, Daly City, California. Cow Palace, Geneva & Santos.

December 19-20, Syracuse, New York. New York State Fairgrounds, State Fair Boulevard.

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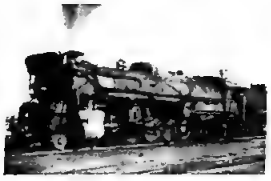

The present issue:

Fall 1992: Texas & Pacific Power—D&H's Richmondville Hill—C&NW Mikados—Steve Maguire Steam Photos

Some prior issues:

Winter 1980: SP Atlantics Pt 1—Ill. Cent. Modern Power—Bellows Falls, Vt.—Kenneth MacDonald photos
Spring 1981: McCloud River Engines—SP Atlantics Pt 2—Denver, 1900—Leonard W. Rice Photos
Fall 1984: Monon Power—B&M Pacifics—D&RGW dual-gauge at Salida—Charles E. Winters photos
Winter 1984: Mississippi Central Power—SP-WP at Altamont Pass—CB&Q 2-10-4s—William A. Swartz photos
Fall 1985: West Point Route Engines—UP's Dual-Service 4-6-6-4s—NYC Hudson Division—Vernon Seaver photos
Spring 1986: Maine Central Engines—AT&SF Early 2-10-2s—Galesburg on the CB&Q—David Salter Photos
Winter 1986: Colorado & Southern Engines—B&A Hudsons—ACL at Rocky Mount, N.C.—Alfred W. Johnson photos
Summer 1988: Lehigh Valley Engines—IC at Freeport, Ill.—WP 2-8-8-2s—George Harris photos
Winter 1988: Rio Grande Southern Engines—N&W 4-8-2s—Clinchfield Sojourn—Alfred J. Holck photos
Spring 1989: CMStP&P Engines, Pt 1—New Haven 4-6-2s—VGN Power at Roanoke—L. G. Isaacs photos
Summer 1989: CMStP&P Engines, Pt 2—Power at Allentown-Bethlehem—C&O 2-6-6-2s—John D. Denney photos
Summer 1990: Chicago & North Western Engines—Santa Fe 2-10-4s—PRR at Baltimore—Lad G. Arend photos
Winter 1990: Pere Marquette Engines—Sou. Asheville Div Power—B&O 4-8-2s—Albert Farrow photos
Spring 1991: Reading Engines Pt 1—NP Articulateds—Steam at Cumberland—J.A.Pfeiffer photos
Summer 1991: Reading Engines Pt 2—D&RGW Mountain Types—C&O Steam at Richmond—Paul A. Michaels photos
Fall 1991: Atlantic Coast Line Power—NP & SP&S at Pasco, Wash.—NYO&W 4-8-2s—Milton B. Nafus photos
Winter 1991: DL&W Pt.1—SP 3-Cylinder 4-10-2s—Montgomery Steam—William V. Russell photos
Spring 1992: DL&W Pt.2—Santa Fe Mikados—Chattanooga Power—Walter V. Krawiec photos
Summer 1992: Rayonier Logging Power—NYC K-3 Pacifics—Rio Grande 4-6-2s—Forrest Beckum photos

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January 2-3, Houston, Texas. George R. Brown Center, 1001 Convention Center Boulevard.

January 9-10, Tulsa, Oklahoma Tulsa Convention Center, 100 Civic Center

January 16-17, St. Louis, Missouri. Cervantes Convention Center, 801 Convention Plaza.

January 23-24, Atlanta, Georgia. Georgia International Convention & Trade Center, 1902 Sullivan Road

January 23-24, Salt Lake City, Utah. Utah State Fairpark, 155 North 1000 West

January 30-31, Oakland, California Oakland Convention Center, Broadway & 10th Street.

January 30-31, Indianapolis, Indiana. Indiana State Fairgrounds, 1202 East 38th Street.

BATAVIA, NEW YORK, November 8 Genesee Society of Model Engineers Flea Market & Show at Batavia Sheraton Inn on Park Road, 9:30am-3pm. Admission $3, under 18 $1. Close to Conrail's busy ex-NYC main, and minutes away from joint CR/D&H operations (with pushers) on the ex-Erie main through nearby Attica. Contact: Max R. Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Cherry Hill, New Jersey, November 14-15. Garden State Park.

Monroeville, Pennsylvania, November 21-22. Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 28-29. Shriner's Auditorium.

Timonium, Maryland, December 5-6, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 12-13. Philadelphia Civic Center.

Virginia Beach, Virginia, January 2-3. Virginia Beach Convention Center.

Tampa, Florida, January 2-3. Florida State Fairgrounds.

Pompano Beach, Florida, January 9-10. Broward Community College North.

Atlanta, Georgia, January 16-17. Atlanta Expo Center.

Edison, New Jersey, January 23-24. Raritan Center Expo Hall.

Jacksonville, Florida, January 23-24. Prime F. Osborn Convention Center.

RAPID CITY, SOUTH DAKOTA, November 14-15. Black Hills Railway Society Railroad Show & Swap Meet at Rushmore Plaza Civic Center, 9am-5pm Saturday, 10am-4pm Sunday. Antiques, historical displays, operating layouts, dealers and more. Admission $1, under 12 free. Contact: Dick Mead 605/343-7264, Dean Taylor 605/393-0251 or Rick Mills 605/255-4412.

MILAN, OHIO, November 15. Norwalk & Western Railroad Train Show & Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Admission $2, tables $10 in advance, $12 after November 1. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

GREENWICH, CONNECTICUT, November 15. Fall Train Meet at Greenwich Civic Center, 10am-3pm Admission $3. Contact: Bob Wilson, TWMRC, P.O. Box 358C, Rye, NY 10580; 914/937-7565.

DEDHAM, MASSACHUSETTS, November 15. Rail-A-Rama at Dedham Holiday Inn, Routes 1, 128 and 1-A, 10am-4pm. Adults $2, ages 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-1749) will host hobby shows at the following locations on dates shown, 10am-4pm. Adults $2.50, students and seniors $2, family $5.

Euclid, Ohio, November 15. Euclid High, 651 East 222nd Street.

Eastlake, Ohio, November 29. 34041 Stevens Boulevard.

Westlake, Ohio, January 3. 1100 Crocker Road.

Euclid, Ohio, January 10. 651 East 222nd Street.

Eastlake, Ohio, January 24. 34041 Stevens Boulevard.

TANNERSVILLE, PENNSYLVANIA, November 21. Fall Pocono Train Show at Camelback Ski Resort, Exit 45 off I-80, 9am-3pm. Adults $3, under 12 free, family maximum $5. Contact: Pocono Mountains Chapter NRHS, R.D. 1, Box 41B, Effort, PA 18330; 717/629-4231.

ATLANTA, GEORGIA, November 21. Atlanta Train, Toy and Railroadiana Show & Sale at Marriott Hotel Northwest, I-75 & Windy Hill Road, 10am-4pm. Adults $3, ages 6-12 $1, family $6. Contact: Atlanta Model Train Shows, P.O. Box 360033, Decatur, GA 30036; 404/987-2773.

RALEIGH, NORTH CAROLINA, November 21-22. Neuse River Valley Model Railroad Club 8th Annual Trains and Railroadiana Show & Sale at North Carolina State Fairgrounds Holshouser Building, 9am-5pm. Admission $2, under 16 free with adult. Contact: George W. Lasley, P.O. Box 52017, Raleigh, NC 27612; 919/834-5531.

BUFFALO, NEW YORK, November 21-22. Western New York Railway Historical Society Buffalo Train, Doll & Toy Show at Buffalo Convention Center, Franklin & Genessee streets,

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Dominion Steam C.P. / C.N. *Ontario* ..... 60 Min
A to Shay *N & W steam, BC&G, Shays* ..... 50 Min
Before The Hyphen - Erie / DL&W, *some 1930, 1942, early 1960s* ..... 90 Min
Just As Wide - *Many steam shortlines* ..... 65 Min

1960s - 1970s:

Rail Trek - 1 *The EAST. Variety Show!* ..... 105 Min
Rail Trek - 2 *The MIDWEST* ..... 90 Min
Rail Trek - 3 *The WEST* ..... 102 Min
J E R S E Y ! ! *PRR / CNJ* ..... 65 Min
Friendly Service Route *E-L Survey* ..... 92 Min
Come to the Fair - *1939 Erie RR Film of N.Y. Fair, WWII Short, E-L views* ..... 70 Min
West End - *Final years of E-L, OH to IL* ..... 70 Min
From the Ashes - *First years of CONRAIL* ..... 60 Min
Horseshoe Curve Kaleidoscope - *1968-88* ..... 90 Min
A M T R A K 20 - *1971 to 1991 panorama* ..... 95 Min
Through the Guide - *pre-Amtrak survey* ..... 115 Min
Lincolnland Rails - *Spg. IL, some 1991* ..... 80 Min

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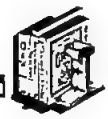
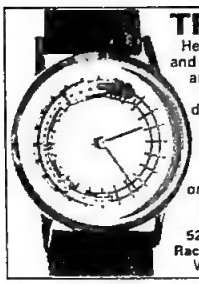


What's New?

David Hill has done Eastern railfans a terrific service by compiling the *Railpace Newsmagazine 10-Year Index*, a 32-page A-to-Z account of feature stories and railroad subjects covered in *Railpace* from 1982 to 1991. A significant item can be traced by article titles, author, railroad or other criteria to the exact issue and page number where it appeared. This is especially important when trying find one of those map-filled *Railpace* Train Chaser Guides. Sales of this ten-year index will surely result in a deluge of orders for *Railpace* back issues. It sells for $6.00 postpaid from Railpace Company, P.O. Box 927, Piscataway, NJ 08855-0927.

The 11th Edition of the *Compendium of American Railroad Radio Frequencies* by Gary Sturm and Mark Landgraf contains more than 200 pages of frequency listings and other information vital to railfans who use scanning monitors. Still using the horizontal 5½"×8½" spiral-bound format adopted with last year's edition, the *Compendium* has much larger type and is easier to read than earlier versions. The main section lists frequencies for U.S. and Canadian common carriers (alphabetically by name), and smaller sections cover industrial, transit, museum and tourist railroads, plus rail operations in Mexico, Australia, New Zealand, Germany, Ireland, Great Britain and Sweden. It concludes with listings for frequencies used in some specific North American cities and sells for $14.95 from Gary L. Sturm, P.O. Box 80041, Fort Wayne, IN 46898-0041.

In the usual style of publisher Morning Sun Books, *Rio Grande in Color, Volume 1: Colorado* by Ross Grenard offers 128 pages of great, classic color photography organized in short theme segments with long, informative captions. The camera work of Grenard and more than a dozen others takes us back to the post-steam-era operations on D&RGW's standard gauge lines between Denver and Grand Junction. The Joint Line over Palmer Lake hill has Rio Grande Fs, PAs and Geeps sharing the road with power of the CB&Q and successor BN, then we explore Royal Gorge, the Monarch Branch and Tennessee Pass, the latter demanding that 2-8-8-2 helpers be coupled mid-train and on the rear to assist the diesel road engines. Panoramic views of Fireclay Loop and Gore Canyon reduce freight trains to less than Z



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Calendar Call

The big, all-color 13½"×21" "Trains 1993" calendar from our friends at *Trains* Magazine offers its usual blend of steam, diesel and electric subjects from the past and present. Each month includes a marathon caption, several paragraphs of background describing the accompanying full color photo and some of the history behind the motive power, operations and scenery it represents. In the vintage category are photos of SP *Daylight* PAs and a Soo Line 0-6-0, plus restored classics like A&WP 4-6-2 290, IRM's North Shore Line *Electroliner* and — panned at speed with rods and drivers whirling — Pere Marquette 2-8-4 1225. Diesels dominate in scenes with Guilford-schemed units climbing Belden Hill in the snow; a CN consist of F7A/GP9/M420; seven blue and yellow Santa Fe Geeps bounding out of the sag at Darling, Arizona; Wisconsin Central GP40s; Conrail SD50s passing beneath position-light signal bridges; Amtrak's *Ann Rutledge* (F40PH, Amfleet coaches, dome) at Kirkwood, Missouri; Arkansas & Missouri Alcos in the woods and an NS C40-8 coming off a Chicago lift bridge. It sells for $9.95 plus $3.00 shipping in the U.S. (Foreign orders add 18% shipping; Wisc. res. add 5% tax; Canadian orders add 7% GST) from Kalmbach Publishing, 21027 Crossroads Circle, Dept. T0585, P.O. Box 1612, Waukesha, WI 53187-1612.

The "Don Ball, Jr., Railroad Calendar 1993" folds out to 12"×24" with beautifully-printed color pictures, most from the late Don Ball's collection. On the cover flap is a view from Bear Mountain Bridge of Metro-North Fs gliding along the Hudson River, and inside are WM FA2s helping Reading 4-8-4 2102, Utah Railway RSD4s, observation car *Appekunny Mountain* on the 1984 *Louisiana Daylight*, an N&W 2-8-8-2 hauling freight, ex-Southern E8s on NJ Transit, B&M GP9s, United Aircraft's Turbo Train testing on Amtrak, a Rock Island E3, an NYC P2b electric, LV C420s in fall foliage, a KCS E8 alongside an SP *Daylight* PA, a Green Mountain plow run and PRR 4-4-2 7002 and 4-4-0 1223 doubleheading across Rockville Viaduct. It sells for $10.95 ($14.99 in Canada; Cal., Ill., Pa. and N.Y. res. add tax) from W.W. Norton & Company, 500 Fifth Street, New York, NY 10110.

"Classic" in content and design is the "1993 All Pennsy Calendar" with its 10½"×13½" photos nicely printed on vertically-hung 16"×22" monthly sheets. January serves up a color photo by David Sweetland of a GG1 outside the Hudson River Tunnels, and continuing through the year are excellent black & white shots (many by noted PRR fan Don Wood) of a Long Island G5, an M1b curving off Rockville Bridge, A-B-A F7s approaching Horseshoe Curve, a K4 at South Amboy at night, the Lowey-designed 6-4-4-6 6100 and more. It sells for $7.50 postpaid (Outside the U.S. add 15% tax; N.Y. res. add tax) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

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The latest entry into the booming field of railroad-themed trading cards is the "Railroad Collector Cards Series 1" set from All Aboard Collector Cards. Measuring 2½"×3½" with nicely printed 2"×3" color pictures on the front, the 46 cards cover a wide variety of subjects from the Great Lakes region, primarily diesel locomotives from the past and present, as well as electrics, cabooses and other equipment. All of the photos were taken by Jerry Ryan. Soo Line gets the most attention, with cards devoted to a candy apple red SD60M; Geeps, Fs and an SD40 in traditional red and white; a Baldwin DT-6-6-2000 and Fs in wine red and a wooden caboose. Other cards depict locomotives from Wisconsin Central, C&NW, Milwaukee Road, Chicago South Shore & South Bend, GB&W, GTW, C&O, Chessie, Amtrak, Ann Arbor, DT&I, Detroit & Mackinac, Detroit & Toledo Shore Line, DeKalb County Co-Op, NYC, PC, EL, Conrail and Santa Fe.

Instead of the close, three-quarter roster view one might expect to see in such trading cards, the scenes vary from broadside and frontal angles of stationary subjects to lineside action shots of trains on the move. The data provided on the back of each card amounts to a basic photo caption; locomotives, train symbols, locations and other pertinent items are mentioned, but there's little listing of each locomotive's specifications.

This introductory set is being offered in limited, numbered editions of 10,000, priced at $15.00 postpaid (Wis. res. add 5% tax) from All Aboard Collector Cards, P.O. Box 080985, Racine, WI 53408. Foreign orders should phone for additional shipping charges. Orders on MasterCard or VISA can be made by phoning 414/637-8808 between 8:00 a.m. and 6:00 p.m. Central Time.

Pocket Roster Book

Ever since Jim Kerr began publishing his annual *Official Locomotive Rosters* booklet in a handy 4"×6½" softcover format a couple years ago, I have found it to be the only roster source I need to carry in my camera bag. The new 1992 edition is no exception, with 765 separate rosters (31 more than the 1991 edition) covering the diesel, steam and electric motive power of every major rail system in the U.S., Canada and Mexico, including tourist railroads, theme park railroads and major rail museums. All listings are current for 1992 and include locomotive orders for 1993.

In last year's edition, rosters for big railroads like BN and NS were printed slightly out of alphabetical order to keep them intact on a series of pages, but this year the rosters (listed by name of the railroad, theme park, museum, etc.) are completely in alphabetical order. Each roster lists the locomotive road numbers in the left hand column, and in adjacent columns are shown the quantity of such units owned, builder, model, horsepower and date built or rebuilt. Where steam locomotives are listed, the model column instead says "steam," and the horsepower column instead shows wheel arrangement. Extensive research enabled Kerr to list the *actual* horsepower ratings of diesels and not just the original, factory ratings. This is important in the case of units that have been rebuilt or re-engined in a manner that alters

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Canadian Pacific in the Okanagan and Kootenay Valleys of British Columbia (The Early Years of Diesels)

by Jim Hope looks at the railway's first generation diesels in Southern B.C. A feast of Trainmasters, C-Liners, Alcos etc. at work in this scenic area. A companion volume to The Last Days of Steam which is still available. $9.00

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Camera Bag

BY JIM BOYD

A Tale of Two Weekends

Railfan photography can be an entertaining and rewarding pastime — and downright maddening at times, as well. It usually depends on the weather.

Case In Point: The first two weekends in September 1992.

Labor Day Weekend was to be an orgy of train shooting. I had cleared the calendar and had all three days free. I was willing to drive four or five hundred miles in any given direction to nail the action.

But the weather was pure crap. I was not about to invest time and money beneath an unrelenting overcast with threat of rain, and the Northeast had a forecast for gloom for the entire weekend. After spending Saturday watching absolutely nothing on television and simply vegetating, I shook off the lethargy on Sunday and went to visit Tom Nemeth (editor and publisher of the Northeast regional news magazine *Railpace*) at his "Railplace" summer home on a nearby lake in Pennsylvania. Tom and Chris Kimler were wrapping up some scenery work on his HO-scale Lehigh & New England.

Tom's philosophy for such occasions is simple: "Model railroading is the only sure cure for railfan weather. The sun always shines in the basement!"

After a few runs out of Tadmore with an A-B-B-A set of L&NE FAs, he almost had me convinced. Kimler's folks were also there that weekend, so after a rainy speedboat ride to the other end of the lake (which included having my Virginian & Ohio cap blown into the lake — and retrieved), we all hit a local restaurant for a great Italian dinner and called it a day.

Object Lesson Number One for photographers: When the weather wipes out your

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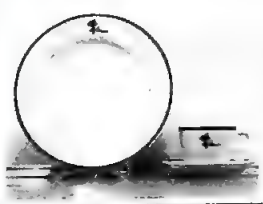

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railfanning, friends and a model railroad are a good way to beat the gloom.

Labor Day itself was similarly spent with Steve Esposito at the New Jersey headquarters of Andover Junction Publications (his farmhouse next to the old DL&W Cutoff in Johnsonburg). Mike Schafer (former editor of *Passenger Train Journal*) and Andy McBride from "Andover Junction West" in Waukesha, Wisconsin, were in town for some business and recreation after completing work on Steve Glischinski's new Burlington Northern book.

Twenty-two-year-old Andy works in Waukesha as a graphic artist for Andover Junction. Back in 1966 I had made my first trip to the Northeast from my home in the Midwest with Andy's father, Mike McBride. And this was Andy's first trip to the Northeast. Since Schafer and Andy were headed back to Wisconsin the following Saturday, we all decided to motorcade westward as far as Cumberland, Maryland, and get in some Eastern railfanning together. Our mutual friend Craig Willett was in Wilmington, Delaware, on Amtrak business and had the weekend free, so we picked him up off the *Pennsylvanian* just before noon on Saturday. (As he was leaving for Wilmington, Craig had been talking to Bob Hardwidge, Amtrak's supervisor of operating rules in Chicago, who asked, "You gonna do some railfanning with Boyd? Wait, don't tell me. I'll just wait and read about it in the magazine.")

This weekend was the complete opposite of Labor Day. It was screamingly gorgeous, with temperatures in the 70s and not a cloud in the fiercely blue sky. We were scrambling to make the 1:45 p.m. downbound trip out of Frostburg of the B&O FA on the Western Maryland Scenic Railroad, but about half way from Harrisburg to there it became obvious that we going to just miss it. Andy had asked earlier about the East Broad Top, so we made a short detour off the Turnpike to Orbisonia. In 1966 Andy's dad and I had made our first visit to the EBT, so like father, like son.

Much to our surprise and delight, EBT 2-8-2 No.17 had developed an ailment and was being shut down for the day. The wonderfully weathered 2-8-2 (probably the best looking workaday EBT engine I've ever photographed) eased up through the shop and onto the cinder pit, providing some excellent "real" EBT scenes. Andy immediately made for the inside of the roundhouse and lined up the classic shot through the arched doors. "Phil Hastings stood right here," he said in a reverent whisper.

I got Object Lesson Number Two in Basic Photography as I realized that Kodachrome 64 was going to have a hard time with that black, overhead-lit Mikado against the dark red buildings and the bright blue sky. "Your light meter will read the dark buildings and lead you to overexpose," I kept telling myself, "but the engine will be a black hole if you expose for full bright sunlight."

After a lifetime of photography, I felt like a frustrated novice and resorted to the "pro's" ultimate weapon: I bracketed exposures profusely. The ones a half stop open were about the best overall, while a full stop open rendered the engine pretty well but began to burn out the sky and surroundings. A couple of hours later we faced a similar situation with the back-lighted FAs (one B&O and one

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WM) coming off the turntable at Frostburg.

Shortly after the last trip's 7:00 p.m. arrival in Cumberland, WM Scenic's CMO and operations manager Dan Pluta lined up the two FAs at the depot for a night photo session (page 57). Those big Alcos (MLW ex-CN/VIA FPA4s, in reality) looked and sounded great.

The next morning we got up at sunrise and headed over to the B&O (okay, CSX), only to dead-heat a train off Sand Patch pulling into the yard. Other than that, Cumberland was dead. The Western Maryland Scenic would pull out its Alcos at 11:00, and we had nearly three hours to kill. We drove up to Hyndman, where the tower operator confirmed just what we'd expected: CSX action would begin with both an eastbound and westbound between 11:00 and 11:30 — the precise time we wanted to be back at the WM Scenic!

Well, we caught that westbound inbound at the other end of the yard with three CSX GEs, nailed a coal train leaving eastward with Conrail power and then went over to follow the WMS fireball RS3 199 up to Frostburg. We had a fine leisurely lunch at The Depot in Frostburg and followed the RS3 back down to Cumberland before sending Schafer and Andy on their way back to Wisconsin (it turns out that they celebrated dinner that evening at a Steak 'N' Shake in Indianapolis).

Meanwhile, the B&O main line began to erupt with traffic. We saw a westbound with a dog's breakfast of power just as we got in with the WMS RS3, but we were delayed somewhat in chasing it. Everyone had run out of film! I'd miscalculated what I had left in my camera bag when I bought film on Friday, and everybody else had done about the same thing. Earlier in the day we'd found the last three rolls of 24-exposure K64 at a big discount store, and that seemed to be the only Kodachrome left in Cumberland that you could buy on a Sunday — that beautiful but *closed* camera shop that we passed by on each trip up the hill was tempting us to a break-and-enter burglary. After giving Andy one of my two rolls of "mad money" reserve Kodachrome 200, I ended up shooting the other one myself and had to learn all over again how to expose that stuff in bright sunlight (about the only time I had previously used K200 was in grubby weather).

Object Lesson Number Three: Always bring enough film. Especially on a Sunday in Cumberland, you'll miss trains while searching for film to buy.

The gods of Jacksonville were shining on us this day, however, for in the next few hours they ran more trains up and down Sand Patch than we could keep up with, and with a bit of "fire discipline" the good K64 lasted through the best shots before I had to put in that last roll of K200. We would up with a great set of super cab GEs cutting off their helper at Sand Patch Tower just before the sun ducked behind the hills. We drove Craig back to Wilmington, and Steve and I got home a bit after midnight, wrapping up a very entertaining, relaxing and successful weekend.

End of story? Nope. Step back to Saturday

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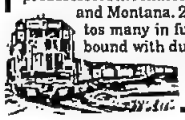
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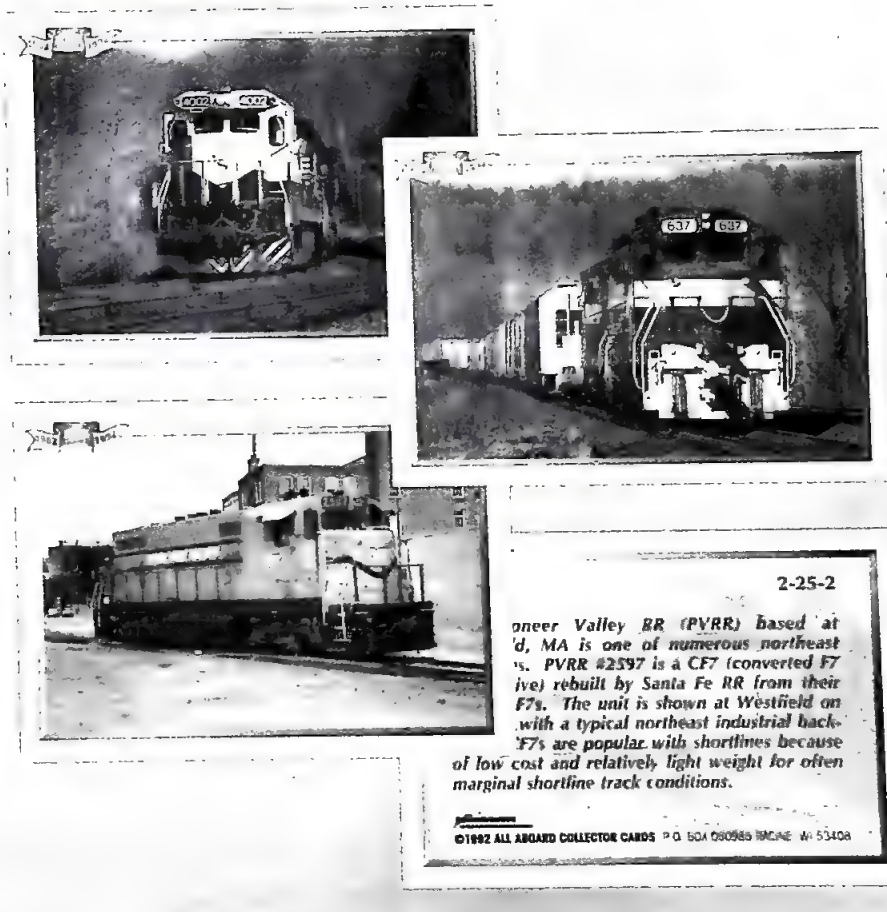

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morning as *Railpace*'s Tom Nemeth and *Trains* special correspondent Scott Hartley hit the road out of New Jersey before dawn. (Incidentally, in the "Small World Department," Mike Schafer and Andy McBride had done the layout and design work on Scott's "New Haven Railroad: The Final Decades" all-color book due out momentarily from Nemeth's Railpace Company.)

That Saturday morning was crystal clear. "I hadn't seen weather like this since 1978!" Nemeth later recalled. "Even Hartley's jinx couldn't screw this day up."

They were to ride the "last PCC" fantrip in Philadelphia that afternoon, but in the morning their object was the Reading & Northern coal job out of Tamaqua, which generally departs shortly after 8:00 a.m. "Reading-scheme U-Boats, screaming sunshine ... we couldn't miss," Nemeth related. "Hartley even had a cellular phone in his car to call the R&N dispatcher. But all we kept getting was a recording telling us about the 425 steam trip on the Pennsburg branch."

They arrived at Tamaqua and found *nothing*. They went over to the R&N yard at West Cressona and again drew a blank. The dispatcher in the depot revealed that the U-Boats had gone on the ground coming back with a Hazleton train and were derailed up in the woods. Meanwhile, their scanner was picking up, "Conrail, Blandon Pennsylvania, No defects"..."Conrail, Sinking Spring, Pennsylvania, Track One, No defects"..."Conrail, etc., etc.," while they were over an hour away

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in blistering sunshine on a totally dead railroad. What Nemeth refers to as "the Hartlian jinx" *was* working.

The trolley trip went fine that afternoon, and Sunday they were again westbound before dawn headed for the "absolutely can't miss" center of rail activity in the Northeast: Horseshoe Curve.

Do I need to tell you what a welded rail project between Allentown and Harrisburg can do to the daytime traffic density on the old Pennsy main west of Altoona? They sat for nearly two hours before the first wheel turned. It seemed that the only thing running was Amtrak. Even the hottest train on the railroad, TV-2, diddled around at Gallitzen and was way off schedule.

They thought about going down to Sand Patch, less than two hours away, but Nemeth rationalized, "*The* train has already gone up the hill, and Sand Patch will be deader than Horseshoe."

Need I note that this was the same afternoon that we were getting more trains on Sand Patch than we could keep up with?

All was not lost, however, for late in the afternoon the maintenance window closed, and Nemeth recalls, "Suddenly we had trains coming at us from all directions at once. It was almost worth waiting two days for that parade."

Object Lesson Number Four: Sometimes you get the bear, and sometimes the bear gets you. But if you're patient, the odds are in your favor on Horseshoe.

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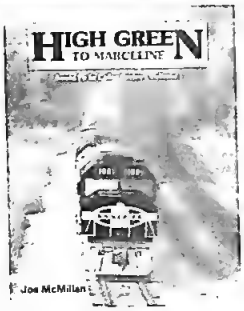

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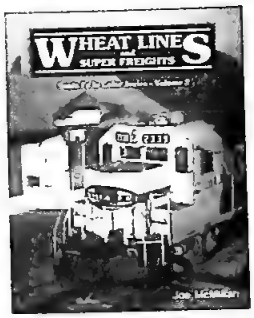

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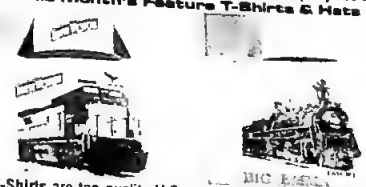

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Videos

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New Arrivals

One program certainly welcome in home video is **"The Iron Road,"** from Atlas Video, Inc., 4915 St. Elmo Avenue, Suite 305, Bethesda, MD 20814; 301/907-0030 or 800/999-0212. Originally aired on November 26, 1990, as part of the award-winning series *The American Experience* on public television (see March '91 MARKERS), this is a superb documentary about the building of the first transcontinental railroad. Still photos and vintage films are blended with live action of the *Jupiter* and 119 at Golden Spike National Historic Site, and interviews with appropriate historians and observers round out the show. Several well-known rail historians contributed to this project which included substantial on-camera spots with "railroad photographer and historian" Richard Steinheimer and SP locomotive engineer Doug Harrop. Other familiar names in the acknowledgements include Bill Withuhn, John Signor, Maury Klein, Jim Ehernberger and Shirley Burman. The show is well worth the modest price, and it is indeed gratifying to see so many *bona fide* members of the railfan community involved in such a production. 60 minutes, $19.95 plus $3.00 shipping (Md. res. add 5% sales tax).

Circus Train and Tweetsie

It is interesting to note that for as spectacular as they are in color and action, the Baraboo-Milwaukee circus trains (featured in this issue) have been given very little video coverage. Probably the best offering on the market is **"Circus Train"** by Mark I Video, featuring the 1985 train with 4-6-0 1385 and a pair of C&NW F-units. The one-hour tape is narrated by R&R Editor Jim Boyd and covers the full two-day journey in beautiful weather. It sells for $29.95 plus $4.00 shipping (N.J. res. add 6% sales tax) from Mark I Video, P.O. Box 404, New Milford, NJ 07646 (phone 800/66-MARK 1 between 10:00 a.m. and 9:00 p.m. EST).

With all of the positive response to our East Tennessee & Western North Carolina narrow gauge coverage in the October '92 issue, it would be appropriate to mention that roughly nine minutes of contemporary video of the Tweetsie Railroad in Blowing Rock, N.C., is included in **"Four Days of Steam in Dixie,"** from Mark I. The Tweetsie footage was shot by Editor Boyd during the June 20, 1992, Old Timer's Day and ET&WNC Historical Society Convention which featured 4-6-0 No.12 with authentic lettering. Boyd was most impressed by No.12's loud exhaust and spirited performance — something nearly impossible to communicate in a magazine article but very evident in the video action that includes numerous runbys and a ride on the Friday evening convention special. There is good coverage of the timber trestle and impressive start-ups from the station on the 2% grade.

A few days before visiting the Tweetsie, Boyd had done the scripting and narration for "Four Days..," and upon returning he and Marc Balkin added the Tweetsie segment as a bonus to the already-completed tape.

The bulk of the program includes video shot by Boyd and John Briggs of a freight

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The tape is entertaining and tells a good story, so sit back and enjoy what could be called "Four Days of Steam...and a Fifth." 55 minutes, $24.95 postpaid from the address above.

Feature Reviews

"Rebirth of a Locomotive," produced by Narrow Gauge Mementos, Dept. 482, P.O. Drawer J, Durango, CO 81302; 303/385-7947, VHS only, 24 minutes, $29.95 plus $3.00 shipping (Colo. res. add sales tax).

On May 2, 1992, Durango & Silverton's new K36 2-8-2 482 whistled off with "the Silverton Train" for the first time, beginning a second career in service in Colorado. This excellent tape details just what it took for this event to happen.

The 482 was retired from service on the Denver & Rio Grande Western in April of 1959, and in 1970 it was towed to Chama, New Mexico, when the Cumbres & Toltec Scenic Railroad acquired her with other narrow gauge equipment. She was used as a "parts" engine for the C&TS's other K36s until 1991, when a trade was made with the Durango & Silverton for the only operational K37-class 2-8-2, 497. (Originally built from a standard gauge 2-8-0 and retaining its original boiler, the K37 proved a little large for the D&SNG. In regular D&RGW service, the Silverton line never saw anything bigger than the 450/460-series K27 "Mudhens" and 470-series K28 "sport models," while the larger K36s and K37s were used extensively on the Chama main line now operated by the Cumbres & Toltec Scenic.) Since the D&SNG already operates two of the slightly smaller K36s (480 and 481) and has assembled just about the finest steam backshop in the world to rebuild a locomotive, the opportunity was there for another operational K36.

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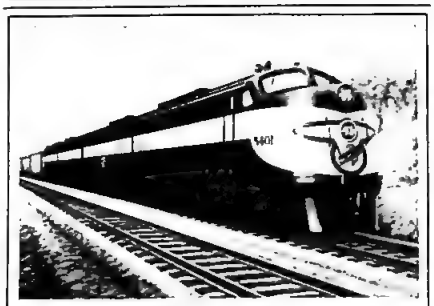

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western celebrity C.W. McCall (the singer/songwriter of "Convoy" fame and an avid narrow gauge railroad fan), who does an excellent job and accurately explains what is going on and how the locomotive works. It is amazing how much detail is covered so thoroughly in just 24 minutes without leaving anything out or boring the viewer with technical details.

The program shows many scenes not often viewed by the general public, like turning a new driver axle, quartering the crankpins, rebuilding the driving boxes and the use of a "ring of fire" to mount the tires over the driver centers. It shows the flues being removed, the inside of the boiler and the firebox and the making of a new back flue sheet — and it also shows how flues are rolled and beaded and how they are installed. This video is real education in steam locomotive overhauling and will satisfy any queries concerning the length of time it takes to restore a steam locomotive to operation.

This video also shows just what a great shop emerged from the ashes of the disastrous roundhouse fire suffered during 1989 in Durango. The fact that the D&SNG handled this rebuilding in the short time that they did is a credit to the shop and mechanical force, headed by Steve Jackson. Having been directly involved myself in restoring Frisco 4-8-2 1522 to service, I can appreciate how completely 482's rebuilding was covered. The camera work is needle sharp and very well composed and should please any viewer, especially one curious as to how a steam locomotive works or what is involved in rebuilding one.

The transformation of the "hulk" at the beginning into the superb finished product is truly amazing. This is an excellent, entertaining and informative program — DON WIRTH.

We'd like you to meet...

Les MacDonald

This year's First Place winning entry in the Cover One Contest was submitted by a familiar name in the Northeastern rail scene. He has had numerous photos published in R&R and other magazines over the years, and he really wowed us this year with his selection of more than 80 entries, shot primarily on Fuji's Velvia. Les admits that it was his wife, Ellen, who prodded him to enter the contest, and now he's certainly glad he did. We'll let him tell his own story:

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"I live in Conway, N.H., with my wife Ellen and three children: Nat is age eight, Todd is six and Kira is four. We take advantage of where we live in the heart of the Mt. Washington Valley bordering the White Mountain National Forest. Some of our favorite activities are cross-country skiing, hiking, biking, swimming and canoeing.

"All of us love music; Ellen is an accomplished pianist and also plays various brass instruments. On the other hand, I tend to enjoy beating on things such as the drums and other sorts of percussion. My taste in music is quite wide ranging from Big Band Jazz of Doc Severinson to the rock and roll of Van Halen and the more laid back James Taylor. I also enjoy the motorsport of drag racing and, of course, being trackside with family and friends whenever possible.

"My interest in railroading was sparked at a very early age. Dad built a small HO layout in our home in Abington, Mass., and that became a favorite pastime. Later at age seven, in 1966, my father took my brother Scott and me to Boston where we rode a steam excursion behind Nelson Blount's Steamtown 4-6-2 127 on the New Haven to New London, Conn. Still to this day I am grateful to Dad for that trip.

"In 1970 Mom and Dad moved my three brothers and me to Madison, N.H. As a kid growing up in Madison, I didn't see many trains. On a rare occasion I would catch a glimpse of the Boston & Maine local from the school bus or the Maine Central's famous Mountain Division from the back seat of my parents' car. I spent a lot of time playing drums, fishing, sketching steam locomotives and dating my future wife, Ellen.

"In 1974 the Conway Scenic Rail Road started tourist operation with Canadian National 0-6-0 7470, back then numbered 47. This was fantastic as Conway was only about five miles from my home, and I spent a lot of time watching their trains from a bicycle seat. The Conway Scenic continues today to run a first class tourist railroad. I am grateful to have this in my own backyard; some really great people work there, and I will never take it for granted. Later on, the bike gave way to a used Jeep CJ-7 that got me back and forth from Madison to Bellows Falls, Vt., then the location of Steamtown. At Steamtown, like the Conway Scenic, I met good friends and fell in love with Canadian steam, especially Canadian Pacific 4-6-2s — Steamtown had three. It was paradise to me.

"My appreciation of music and art eventually found an outlet through photography when my parents gave me my first camera, a Pentax MX for Christmas 1978. This hobby is growing into my profession. I currently do building inspections for appraisal purposes and photograph New England Scenes for calendars, periodicals etc., and do wedding and portrait work as well. I've never had any schooling in photography. I continue to build my knowledge through advice from others, looking at other photographers work, reading and lots of trial and error. I adapt my own style and enjoy creating scenes, especially at twilight and utilizing people whenever possible. I also enjoy the challenge of working in adverse weather conditions.

"For railroad photography I carry three 35mm manual Pentax MX bodies with winders and a variety of fixed Pentax lenses ranging from 28mm to 200mm. All the lenses

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have wide apertures such as f1.7 and f2.5. My film choice for railroad and stock photography is almost exclusively Fujichrome Velvia 50 (including the winning Cover One slide). It has a nice tight grain structure, and the color has a lot of punch. Another film I use fairly often is Kodak's Ektar 25 print film. This again is a fine grain film with good color. For night shots, I will always have one camera loaded with it. In my opinion, some of the best prints made from slides are Cibachromes, which tend to be very expensive. I am fortunate to have a first class mini-lab, Firehouse Photo, owned and operated by Bob and Verlene Hamilton, located here in Conway. Using Ektar 25 I get excellent quality enlargements for less than half the cost of a Cibachrome.

"Today there is still a lot of great railroading to enjoy and capture on film in New England. The hard part, like everyone knows, is finding the time and the money."

Dale Hearn

The Second Place winner in this year's Cover One photo contest was born in December 1949 in Ft. Dodge, Iowa. He graduated high school there in 1968, graduated from a vocational program in 1969 and in 1970 married a former high school classmate. Dale and his wife have two children, Casey, age 9 and Jenna, age 8. Since 1974 he's been employed by the Iowa-Illinois Gas & Electric Company.

Dale says his interest in railroading began in 1955.

"When I was a little boy, I spent many weekends staying with my grandparents, who lived close to the railroad yards in lower Ft. Dodge, in an area known as the "flats."

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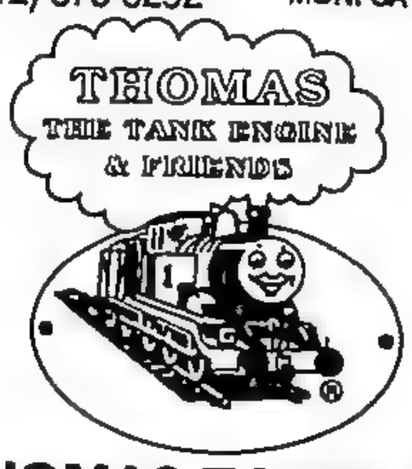

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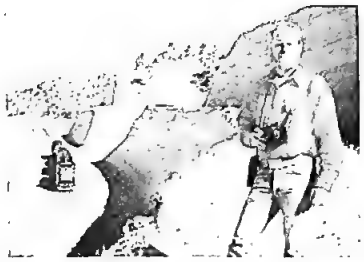

My grandma was an avid railfan living near the right of ways of the Minneapolis & St. Louis and the Illinois Central's Iowa Division. Also, by walking to my grandma's back fence, one could see the Chicago Great Western's high bridge that spanned the Des Moines River Valley and the M&StL and ICRR. With these three railroads passing close to her house, grandma kept me busy watching trains all day. In the evenings we often would walk up to the IC passenger station to watch the arrival and departure of Train 12, the *Hawkeye*. Later, when we returned to grandma's house, it was bedtime for little kids, so to bed we went — not to count sheep, but to name railroads. My grandma always picked the Rock Island and also named railroads that, at that early age, I'd never heard of.

"In 1972 I started to travel around Iowa to see what else the rail scene had to offer. Iowa, during this time, was blessed with many railroads crossing the state. From Ft. Dodge to the C&NW's main line across Iowa was and still is 34 miles south. From there, the Milwaukee's east-west main was close to 20 miles. Traveling another 25 miles put one

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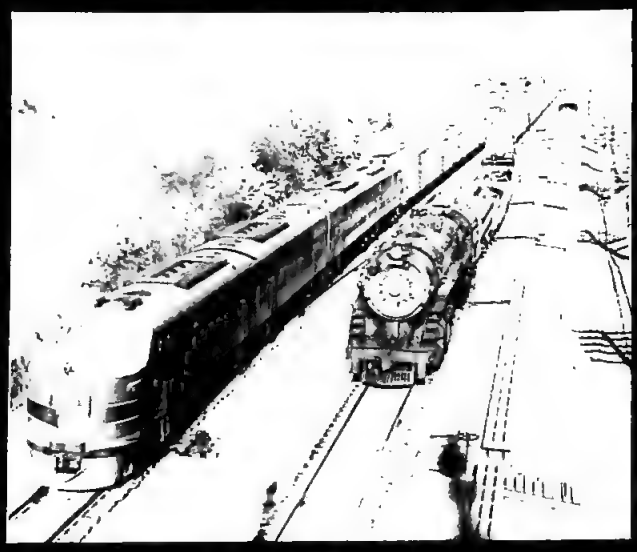

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"My mode of transportation in the summer months is currently my 1985 Harley Davidson Sport Glide, carrying two tripods, a Canon T-90, a Canon AE-1, a Canon AV-1 and various lenses (28mm, 50mm, 135mm, 50-135mm zoom and 100-300mm zoom). All this equipment, as well as a tent, campstove, sleeping bag, ground mat, rain suit, helmet, shaving kit and suitcase, is carried securely on and in the motorcycle while touring. I use Kodachrome slide film 99% of the time.

"The pursuit of railroad photography is very relaxing and enjoyable to me. In all my travels, I have met hundreds of people while taking pictures. Some I've met standing in the weeds trackside waiting for the train to pass, others at meetings and train shows. For the past ten years I've picked a favorite slide, exposed at a location where a new friend was made, and sent them a calendar that I made in my home darkroom. Doing this usually extends the memory of our meeting.

"I am currently a member of three railfan organizations: the Ames Area Railfans in Ames, Iowa; the Cedar Valley Railfans in the Cedar Valley/Waterloo, Iowa, area; and the

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Camerail Club located in Omaha/Council Bluffs. The first two clubs I regularly present slide shows to on an annual basis. The Camerail Club is just a little too far away to present programs to and return home after the meeting. Civicly, I'm involved in our neighborhood betterment group, our school district's foundation and am an elected director on the Fort Dodge Community School Board of Education.

"The national rail scene is forever changing. Therefore, as of late, I've been returning to some locations that I'd visited in the past. I really have no favorite location or state to say is the best. If one travels around the curve, the scenery may change drastically. I find that all states have a variety, and with the changing of the seasons, the photo possibilities are unlimited."

Bruce C. Nelson

The author of this month's feature on the Baraboo circus trains also ranked among the runners-up in the Cover One photo contest (see MARKERS). Bruce was born in Arlington Heights, Illinois, in 1962 and has been a life-long resident of metropolitan Chicago. His railfanning goal is to research and preserve the history of C&NW's Harvard Subdivision, which is the only rail line through

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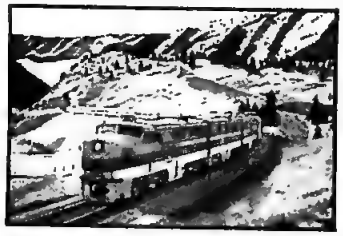

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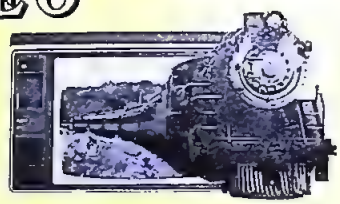

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Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour.33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania.
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"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania.
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"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line.
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"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour ...33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

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"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
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"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour..... 33.45

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1. **"Within The Oval"** Color, Sound (N.Y. Central)
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3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
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"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
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"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
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4. **"Snow And Steam"** Produced by British Rails
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"Classic Railroad Archives Volume II" Three vintage railroad movies. produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
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"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
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daily repertoire of E-unit symphonies both as wake-up calls and lullabies. To this day, there is no railroading sound as sweet to my ears as that of an E-unit accelerating through its throttle positions, lifting a heavy train up to track speed.

"I had always wanted to pursue a career in transportation, so the decision to attend the University of Illinois was natural. Graduating from the Chicago campus in 1984 with a Bachelor of Science degree in management, the job hunt was on. The Chicago Transit Authority hired me that summer as a management trainee and proceeded to further my education with months of training and qualification in a variety of transportation operations, maintenance and administrative areas. Now, with over eight years' experience in the transportation industry, I manage a multi-million dollar budget for one of CTA's rail operating departments. I'm not sure I would change anything professionally if I had to do it all over again."

"Historic research and preservation top my list of railroad related interests, but photography ranks right up there, too. I'm a Kodachrome 25 addict but find a use for the 64 and 200 flavors as well. My two Canon A-1s have an enormous appetite for film, probably since both are equipped with high-speed motor drives. My battery of lenses includes a 50mm f1.2, 85mm f1.2, 35-105 f3.5 zoom and 70-210 f4 zoom. I keep a Canon AE-1 stocked with Plus-X for black & white photography, a Canon L-1 rangefinder for night photos and a Rolleiflex 120 twin-lens reflex for portraits.

"My other main hobby lies in classical music performance. I am an avid fan and supporter of the Chicago Symphony Orchestra and an amateur euphonium player with the Palatine Concert Band. No surprise, then, that my railfanning includes an ear for the wide variety of air horns and steam whistles found on the various locomotives in service today.

"I presently reside in Berwyn, Illinois, near the BN and CC&P main lines. I live in a 1920s vintage bungalow, restoration of which is my third hobby, behind railroad history and music performance."

Alfred Barten

The author of the Boston-area PCC operation in this issue has been extensively published on traction subjects, though this is his first for R&R. Now a professional writer, he tells his own story:

"I am a railfan, born in Glen Ridge, N.J., in November of 1939. In 1943 my family moved to New York's Borough of Manhattan, where my life-long interest in transportation began. I loved to ride the Third Avenue 'El' from one end to the other and to watch the New York Central and New Haven trains enter and leave Grand Central Terminal's

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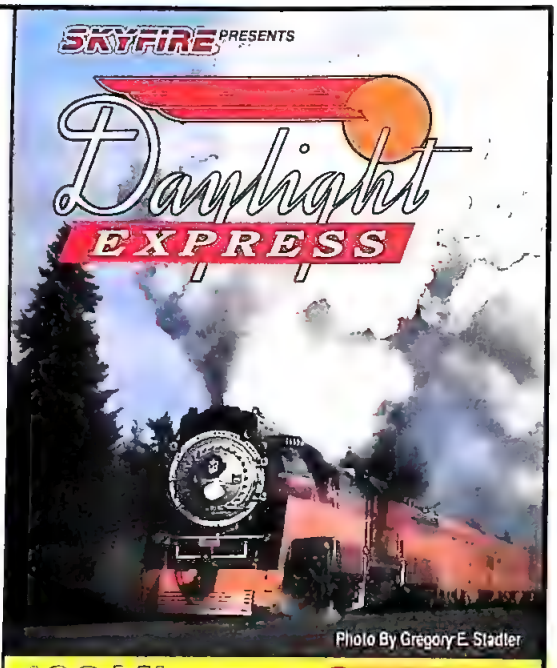

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Park Avenue Tunnel at the 96th Street portal. On one unforgettable occasion my mother took me for a trolley ride on the Third Avenue Railway System (TARS) shortly before the company converted its Manhattan lines to bus operation in 1947-'48. The car's high-ceilinged spacious interior, quick acceleration and quiet ride left an indelible impression on this seven-year-old and planted the seed for a future interest in trolleys. I also took quickly in those years to model building and assembled a StromBecker wooden kit of the DeWitt Clinton for my first project.

"In 1949 we moved to Croton-on-Hudson, N.Y. My father commuted to New York City from neighboring Harmon, where I would often meet him in the evening on his return. This afforded me an opportunity to watch the NYC change locomotives from electric to steam or diesel on outbound through-trains at a most significant time in American railroad history — the time of almost universal changeover from steam to diesel. From my vantage point atop the twenty-or-so-foot-high embankment alongside the Harmon tracks I saw a full spectrum of Central power.

"Though railroading was my chief interest, my father, a savvy investment banker, dissuaded me from pursuing a career in a 'dying industry.' Thus I chose architecture instead and received an architectural engineering degree from the Pennsylvania State University in 1964. Though it hadn't previously occurred to me, John Stilgoe's recent book *Metropolitan Corridor* helped me recognize that railroading, in a broad sense, is a form of architecture. Both shape the built environment in a most profound way. As Winston Churchill is reported to have said: 'Men shape their buildings and the buildings shape men for generations to come.' It was clear from Stilgoe's thorough documentation of the half-century from 1880 to 1930 that railroads shaped the landscape and thus people's lives. The effect of being left off the railroad main line is still evident in many of the hill towns of Western Massachusetts where I now live.

"As an architect, I was involved in many interesting projects. From a railroading point of view the best was the restoration and adaptive re-use of Union Station in Albany, New York. I had by then (the early 1980s) become a full-time writer for the project's architectural firm Einhorn Yaffee Prescott Krouner, P.C., of Albany. In this capacity I wrote nearly all the construction specifications for the project, helped prepare the grant applications and photographically docu-

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mented pre-restoration conditions.

"In 1985 I turned to technical writing as a career and began an independent communication service with my wife Linda, a copy editor. I have now authored more than 25 articles for such publications as *Electric Lines*, *Locomotive & Railway Preservation*, and *Orion Nature Quarterly* (whose editorial board I was a member of for ten years) and several newsletters. I have also written manuals for General Electric Aerospace describing Trident missile guidance system test equipment and its operation and maintenance.

"Linda and I founded Orion Designs, a greeting and art note publishing and wholesaling business, in 1982. We continue to operate and expand Orion, with Linda doing most of the day-to-day work while I concentrate on the communication business.

"I have been active in photography since my father gave me a box camera and developing set some time around 1950. I use photography primarily as an adjunct to my writing but accept professional assignments as well. One enjoyable assignment was that of providing all the photography for a 1990 article in *American Artist* about my brother David, a professional sculptor.

"In 1986 I met my good friend Kinsley M. Goodrich of Dalton, Mass., who introduced me to trolley modeling. Kin's enthusiasm for trolleys and modeling, and knowledge gained from over 40 years of researching the Berkshire Street Railway while modeling it in O-scale, reignited the interest begun nearly 40 years earlier when I had experienced the TARS lightweight on New York's Third Avenue. My own O-scale Hilltown Electric Street Railway is now nearing operable status in my basement and will soon be 'ordering' replicas of rolling stock from the days of the local Conway Electric and the Shelburne Falls & Colrain street railways.

"In 1990 I moved to my present home in Conway, Mass. It was just in time to become co-founder, clerk and publications director of the Shelburne Falls Trolley Museum, whose mission, among other things, is to restore former Shelburne Falls & Colrain combine No.10 and to disseminate information about the area's rich rail history.

"Researching the PCC feature in this issue brought me in contact with a number of helpful Boston-oriented trolley people (who are now friends), including George M. Sanborn, reference librarian at the MBTA's State Transportation Library; O.R. Cummings, dean of the New England trolley historians; and Bradley H. Clarke, author and associate editor of the Boston Street Railway Association's magazine *Rollsign*. All were particularly helpful and supportive in my effort to gain access to the extensive Boston-area rail transportation history. I regret that Charles A. Brown, whom I met and befriended in the year or so before his death in 1990, is no longer with us. Charlie was an unselfish provider of information to authors while himself a prolific contributor to the New Haven Railroad Historical & Technical Association's magazine the *Shoreliner* and other publications. Without the help of gentlemen such as these, creating this article would have been doubly difficult. I am indebted to them."

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Transit Currents

Willamette Shore

In a move that came just three days before Lake Oswego city officials were going to take Southern Pacific Transportation Company to court, the railroad agreed on June 9, 1992, to extend the tracks of the Willamette Shore trolley into downtown Lake Oswego, Oregon.

The story starts back in 1988 when the city of Lake Oswego and four other local governments bought the six-mile Jefferson Street line from the SP for $1.2 million. Part of the contract with the SP provided that the railroad should use $400,000 of the purchase sum it received to extend the line a half mile into downtown Lake Oswego. The line, which parallels other freight tracks of the SP, is used for the Willamette Shore trolley that now quits near Terwilliger Boulevard on the north side of the city. The SP backed out of the deal a little bit later on, contending that it would cost more than $400,000 to extend the line; at this point the city brought suit against the railroad.

In any event, it has a happy ending, and the SP will extend the Willamette Shore trolley line one half mile into downtown Lake Oswego. The extension will be built along the west side of the SP freight line. A new railroad bridge will be built over Stampher Road to accommodate the trolley line. Tri-Met, the transit operator of the Portland area, is one of the agencies that bought the SP line along with the city of Lake Oswego in 1988. Tri-Met is very interested in working with SP in the future to purchase certain lines and surplus property for extension of its light rail service and, perhaps, future commuter rail operations. Thanks very much to Rollin Zawistowski.

Toronto Streetcar Centennial

The Toronto *Globe* reported that there were smiles on the faces of the people, that the weather was auspicious for the occasion and that the telegraph poles looked like rungs of a ladder as the electric streetcar flew past. That was on August 15, 1892, when the first electric streetcars in Toronto, Ontario, ran along Church Street between St. Lawrence Market and Rosedale. The first car, property of the Toronto Railway Company, was a far cry from the articulated light rail vehicles now used in the streets of Toronto; that first car was only 18 feet long and made of wood, and it had the natural air conditioning of open platforms. But it worked and showed that there was transportation progress in the streets of Toronto.

The Toronto Railway Company was on the cutting edge of many of the improvements in the development of the electric streetcar for the 30 years after the initial electrification. Soon that company was joined by the Toronto Civic Railways in 1911. After a period of competition that did not meet the needs of the growth of Toronto, it was clear that a change was needed in the way public transportation was structured and delivered. The Toronto Transportation Commission was created by the province of Ontario in 1920, and effective September 1, 1921, nine separate trolley systems operated by four different companies became one entity in the TTC. In that first period of public ownership, the 575 steel-bodied Peter Witt cars and trailers that were acquired in the early 1920s set the tone and became the trademark of a highly progressive transit system. The Witts were finally displaced, first by the PCC cars that arrived in the 1930s and then by the subway that was constructed in the 1950s.

The TTC and PCCs seem to go together. In 1938 the TTC ordered 140 PCCs, and the fleet eventually totaled 745 new and secondhand cars from both before and after the Second World War. The PCCs were rebuilt between 1973 and 1975, and 19 of those were rebuilt again between 1982 and 1986 to lengthen their lives. In turn, the PCCs began to be replaced in the 1980s by yet newer technology in the form of the Canadian Light Rail Vehicle, of which the Toronto Transit Commission has 196. In 1984 TTC ordered 52 articulated light rail vehicles. The next order will be for low-floor cars to meet the needs of an expanded streetcar service for the 21st century

Streetcars are here to stay in Toronto. In 1990 the new Harbourfront light rail line opened and is served by handsomely and wonderfully rebuilt PCCs. Approval has been gained for an extension of the Harbourfront line to the north along Spadina Avenue to Bloor Street; it is expected to be in operation by 1997. There are also future streetcar extensions along the waterfront, west to Exhibition Park and South Etobicoke, and also to the east to Woodbine. Congratulations to Toronto, truly a trolley city.

P&W Car at Keokuk

As most of the readers of this column know, some former Philadelphia & Western cars are operating on the Keokuk Junction Railroad. Since the Keokuk Junction is not an electric railroad, how can these electric cars manage the job? That's easy: the cars tow a 125-kilowatt Caterpillar diesel-powered gen-

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Trolley Gets a Boost

erator behind the car.

The SEPTA car, which saw some service on the Union Electric dam across the Mississippi River between Hamilton and Keokuk, made its maiden voyage on Sunday, March 29, 1992. Many thanks to Mark Mayfield for the information.

Good News from Yakima

Ken Johnsen sent a nice letter about the Yakima Valley Transit system. In February the Washington Trust for Historic Preservation designated the YVT as third on its list of ten most threatened historic sites. Ken writes this was due to the city of Selah's efforts to get rid of YVT tracks in order to facilitate a road expansion project. The designation has called attention on a state-wide basis to the YVT and is helping to hold Selah at bay while alternative schemes for the road work are explored.

In April the new owner of the land on which YVT's shops and carbarns are located filed a notice with the Washington State Office of Archeology & Historic Preservation declaring that they had no objection to the property being listed on the National Register of Historic Places. This removes a nine-year-long legal obstacle and ensures that the YVT railroad and related properties and structures will become part of the National Register of Historic Places. For the YVT, Ken Johnsen had applied for inclusion in the Register, and it had been declared eligible, but the former owner of the property on which the carbarn is located had formally objected.

It gets better. In May 1992 the Washington State Historic Preservation officer awarded the Yakima Interurban Lines Association her annual award for outstanding historic site. According to Ken, this award recognizes YILA for its efforts in preserving and defending the YVT from the many threats that had befallen it in the last few years. The State Office of Archeology & Historic Preservation invited Ken and YILA President Jerry Henderson to a special ceremony in the state capital to receive the award. Finally, Bob Hively, the gentleman who owns the two Brill Master Unit trolleys that were brought back to Yakima in 1989, has agreed to bequeath them to the Yakima Interurban Lines Association upon his demise. Thanks again to Ken Johnsen.

The Conestoga Birney

G. David Graeff sent a letter with a postscript to the article in the April issue on the Conestoga Transportation Company Birney 236. Mr. Graeff writes that he had returned to college after service in the Second World War in 1946 and rejoined the NRHS Lancaster Chapter. "At one of the meetings a proposal was made to check out the possibility of buying one of the Birneys at the scrap price when it was retired. As the chapter had a small membership in those days, the purchase could not be carried out with chapter funds, so it was a case of everyone who wished to chip in a donation for the car. So I, among others, donated $50.00 and became one of the purchasers of the car originally.

"I don't recall any other details of the purchase: how many contributed (whether it was unanimous or not), how the car got to the Landis Valley Museum and when or how it was maintained there. Incidentally, I feel it is only fitting that present day membership of the chapter has contributed $5000 toward the car, since they (we?) bought it in the first place."

Thanks to Mr. Graeff for the interesting insight.

BART/AC Transit Merger

The Alameda Contra Costa Transit District in California is in deep financial trouble. BART, the Bay Area Rapid Transit District, has suggested that it might be time to merge the two agencies. It would take a change in state law to achieve this, but the idea does have some support both locally and in the California General Assembly. BART has typically envisioned AC Transit as a feeder to the BART rail system. When BART General Manager Frank Wilson told the BART board that the AC Transit Transbay routes (the bus service that replaced the Key System routes many years ago) spent $28 million providing the service and only took in $8 million in revenue, it was clear that such a gap between costs and revenues could not continue for long. Under a merger, most if not all of the Transbay bus routes would be discontinued.

The counter argument is that the buses serve many places that BART does not and cannot. BART trains, already crowded at the rush hour, would be much more crowded if the Transbay bus services stopped.

Meanwhile, things are getting tight for funding various BART projects. It is now estimated that it takes two years to get the funds due BART from the state. California isn't the only state where it is tough to get the money. It appears that the actual slowdown in dispatching funds on both the federal and state levels has become a significant problem for many transit properties. Thanks to Tom McGarry for the news.

Trolley to Cripple Creek?

The people behind the Colorado Springs & Cripple Creek Railway Company are promoting the idea of an electric railway between Colorado Springs and Cripple Creek. Right now the railway's promoters are trying to get the money for a feasibility study that would help justify private investment in the line. If the electric railway is constructed, the line would be about 41 miles long. The proposed

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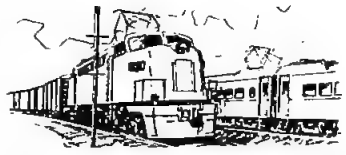

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interurban would provide express service between Colorado Springs and Cripple Creek and a side trip to Victor for those wishing to take in the scenery.

Getting the money for the feasibility study is not easy these days. In addition to the city of Cripple Creek, some of the casino owners in that town were asked to stand and deliver. There was joy on the part of the promoters at the end of July because the Cripple Creek City Council had agreed to allocate as much as $305,000 for the feasibility study.

If the line is built, the trains would run up Gold Camp Road to reach Cripple Creek. The rail line would be attractive to visitors to the Cripple Creek District, who now must travel on some very treacherous roads at certain times of the year, particularly in the winter. The casinos in Cripple Creek would like to be able to run year around.

Thanks to David Marks for the news.

Chestnut Hill Trolley

G. Gerrish Williams sent word on SEPTA's new historical trolley service, the "Chestnut Hill Trolley," which opened on Sunday, September 13, 1992, the day after PCC operations elsewhere on SEPTA were brought to an end. Gerrish says, "Six PCC cars are being assigned to the service, although only the first three were out of the paint shop as of

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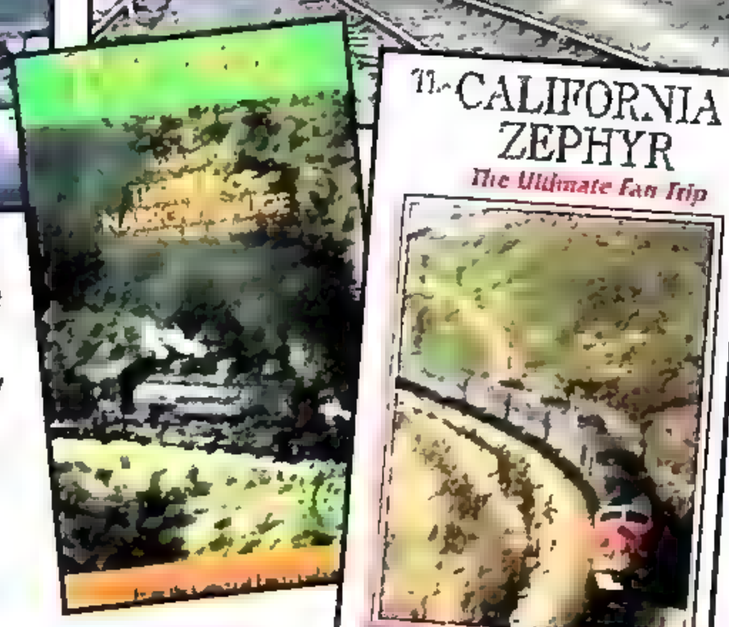

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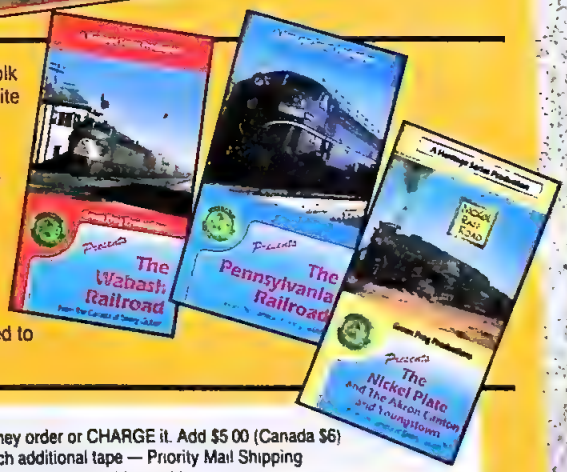

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mid-September. All are repainted in the old PTC green and cream paint scheme.

"The Chestnut Hill Trolley operates every 20 minutes from 10:00 a.m. to 6:00 p.m., Saturdays and Sundays only (no holidays) between Germantown Avenue and Gorgas Lane (SEPTA's Germantown bus depot) and Chestnut Hill Loop. Regular SEPTA fares apply. Initially, the line operates out of Luzerne depot with the cars deadheading up and back each day. SEPTA plans to reconfigure the Gorgas Loop (which cuts through the bus depot property) and add at least one additional storage track. When this is done, the cars assigned to the line will be shifted to Germantown Depot. SEPTA is in the process of closing Luzerne Depot, and the venerable building will be torn down sometime next year after the bus routes assigned there are shifted to other facilities.

"There has been no official word on how long the Chestnut Hill Trolley will operate, but personally, I wouldn't be surprised if they suspend the service for the winter months. As expected, SEPTA otherwise ended PCC operations on Saturday, September 12, with the conversion of Route 15 to bus operation the following day."

Thanks to G. Gerrish Williams for this late-breaking story.

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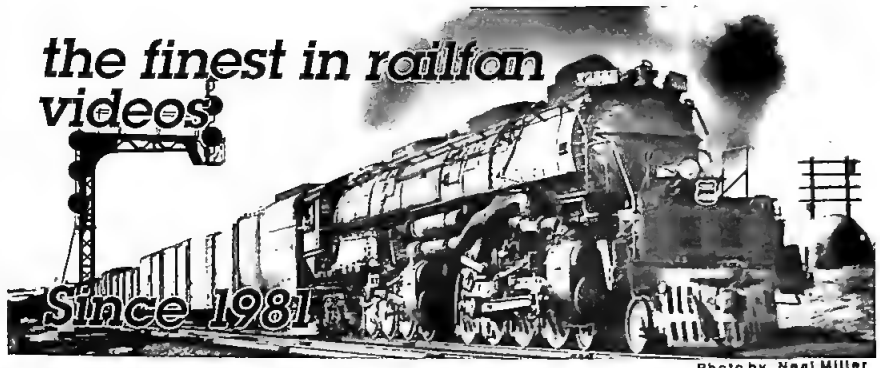

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Rocky Mountain Railroad Club 16mm by Irv August

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2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37, 2-8-0 #268. Last train on Marshall Pass. #015

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Rocky Mountain Railroad Club excursions 1952-62. D&RGW N. G., C&S S.G., Great Western, Pikes Peak Cog., U.P. 4-8-4 #026.

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1938 NRHS "6000 Mile Tour". Midwest Electrics. Steam passenger S.P. Narrow Gauge. #030

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☐ **A Forties Memory** 24 min. $29.95
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☐ **D&RGW Narrow Gauge Freights** 60 min. $29.95
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☐ **D&RGW Narrow Gauge Stock Train** 60 min. $29.95
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CN NORTH AMERICA A new variation on the red and black livery has been adopted by Canadian National and first applied to ten SD40u's being rebuilt from SD40s to SD40-2 specs. The first unit to get the livery was the 6000, which features a red cab and black hood split by a single diagonal stripe behind the cab (see page 4). The traditional "CN" herald is surprinted onto a portion of a gray outline of the North American continent. A common first impression of the new livery is that the continent looks like peeling paint on the long hood. With the use of the "continent herald," though, CN avoids having to spell out "North America" in French and English as required by Canadian law. The second SD40u, 6001, is to be outshopped in the new livery during October 1992 and reportedly will sport a darker gray continent herald.

Canadian National's SD40u's are being rebuilt by the AMF, or Atelier Montreal Facility, a commercial division of CN "corporation," not the railroad. The AMF is located at the site of CN's former-Point St. Charles shops, and they are working to become a "number one multinational company" in railway equipment rebuilding. The AMF is rebuilding two GP40s for North Carolina commuter service, the first of which was at the RSA show in Chicago during September (see page 4).

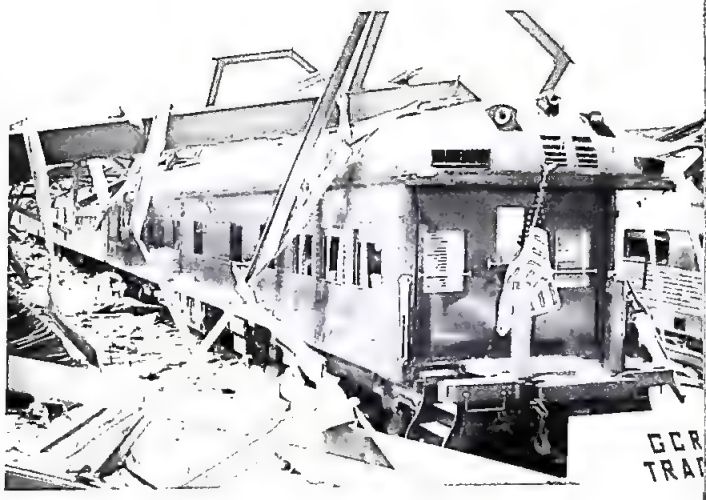
The SD40u's for CN are classified "GF630a" and feature a 16-cylinder 645E3B engine, a new electrical cabinet and a Q-tron QES 1000 microprocessor to control wheel slip and dynamic brakes and to increase fuel efficiency. Rebuilds thus far include the 6000 (former SD40 5037), 6001 (5002) and 6003 (5118). Other SD40u features include ditch lights on both "pilots" for occasional long hood forward operation (though these units are not equipped with dual control stands), a larger fuel tank (3400 gallons) and a longer nose to accommodate a bigger crew washroom and higher sand capacity. Initially, ten SD40u's are expected to be built.

ECONO RAIL Several locomotives and slugs from the defunct Oregon, California & Eastern have been acquired by Econo Rail and assigned to two of their switching operations. TE53-14s 7601 and 7603 (ex-UP U25Bs rebuilt with EMD prime movers by Morrison-Knudsen in 1976), along with slug unit 7606, have been assigned to the Port of Beaumont, Texas, where they now wear ER/PofB markings (page 4). Ex-OC&E TE53-14s 7604 and 7605 and slug 7607 have reportedly gone to Econo Rail's maintenance project at the U.S. Steel plant in Baytown, Texas.

THE RSA SHOW The Railway Supply Association's "Railway Technology & Equipment Expo '92" held during the week of September 21 at BN's 14th Street Metra yard in Chicago featured many displays of what's new in dieseldom. To hit the highlights, in addition to an SD70M and SD60MAC, EMD debuted its brand new SD40-3MPR demonstrator No.2000, wearing the new wine-and-silver demonstrator livery (page 4). Remanufactured by VMV in Paducah from a "straight" SD40, EMD touts the 2000 as a "top of the line" rebuild resulting in basically an SD40 with the EM2000 computer technology of the SD70. The 16-cylinder 645E3C prime mover has an improved turbocharger producing 3300 h.p. (versus 3000 h.p. of an SD40), and the fuel efficiency and wheel adhesion has been improved. The SD40-3 frame has also been modified to accept EMD's HTC three-motor truck, versus the flexicoil truck on an SD40. This SD40-3 demonstrator will be available as part of the EMD lease fleet.

Another new image from the shop floor of VMV was BN's TEBC6 yard slug. Built on the frame and trucks of one of BN's many SD units (likely an SD9), it has a traditional "live" switcher cab at one end so it can control a working locomotive. This slug is reportedly one of four being built initially, and working cabs on slugs have been a crew favorite on CSX where engineers like the smooth quiet ride from the "dead end." Of course, this green monster from the BN looks like somebody took an SD9 and simply chopped the wrong hood.

Other builders with new units on display included CN's AMF (Atelier Montreal Facility) which brought CN 7071, a CN GP9 frame and carbody with GP38-2 innards, and passenger GP40u 1792, named the *City of Raleigh*, one of two being built for a future commuter operation in North Carolina. Morrison-Knudsen brought Burlington Northern 1500, a completely remanufactured 2000 h.p. unit on a former GP9 frame similar to EMD's BL20-2, and Ziegler, Inc., brought examples of their Caterpillar-powered rebuilds in the



form of a Soo Line GP30C and Wisconsin Central 4006. Representing GE was brand new Santa Fe Dash 8-40CW 815 which hasn't even shined AT&SF rails yet. The Livingston (Mt.) Rebuild Center spruced up their Montana Rail Link GP19-1 151 (pictured in the October '92 R&R on the Arizona & California) and put it on display.

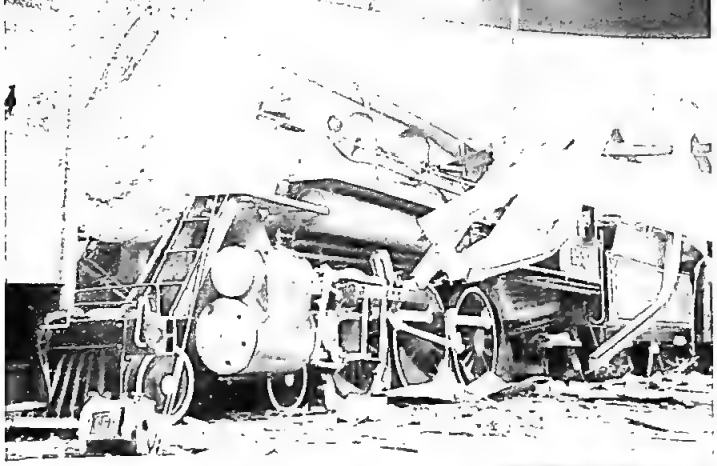
As an aside to the RSA Show and EMD's SD40-3, don't confuse the new EMDs with BN's new SD43-2s — ten are being built by BN's West Burlington Shops and are very similar to EMD's SD40-3. The SD43-2s feature 3300 h.p. 16-cylinder 645E3C prime mover and are being built on the frames of SD40-2s. The first four completed were the 7160, 7150, 7155 and 7159; they are keeping their original SD40-2 road numbers and have been entering service since March 1992.

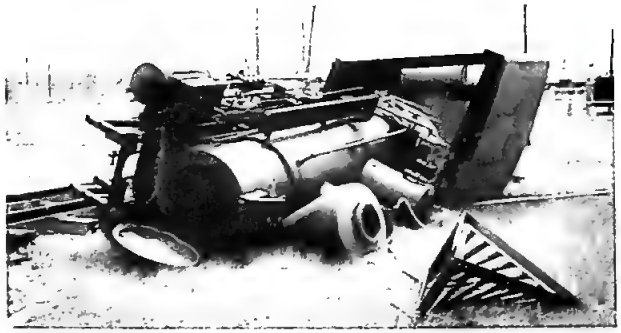
DW&P DETOURED ON DM&IR Beginning at noon on Sunday, August 9, and ending on Monday, August 17, 1992, the Duluth, Winnipeg & Pacific Railway detoured all trains over the Duluth, Missabe & Iron Range Railway between Nopeming Junction (near Duluth) and Shelton Junction (south of Virginia, Minnesota). The DW&P main line between the two points was closed during that period to allow several major bridge refurbishing projects to proceed — STEVE GLISCHINSKI.

MRL COKE TRAINS During mid-1992, Montana Rail Link began running weekly unit coke trains west over BN trackage for export at Roberts Bank, near Vancouver, British Columbia. Originating in Billings, Montana, westbound loaded train BC1 has typically been entering BN rails at Sandpoint, Idaho, during the weekend, continuing west through Spokane, Wash., and taking the ex-GN main to Everett then north up the coast to Vancouver, B.C. The run-through MRL locomotives have at times been assisted by BN helpers to get the 40 to 50 coke loads over Stevens Pass in the Cascade Range. After unloading at Roberts Bank, the coke trains return to Montana as train BC2.

In other MRL news, on July 13, 1992, the regional changed its helper operations over Bozeman Hill by ending the practice of cutting manned helpers into the middle of heavy trains between Livingston and Bozeman. Instead, the helper sets are being coupled to the rear of trains, a change which MRL says will eliminate a minimum of one hour from the time necessary to cut helpers out and return them light over the hill. Rear-end helpers will also allow safer reverse movements when necessary.

HURRICANE ANDREW All attention and concern went to the south on August 17, 1992, when Hurricane Andrew devastated Miami, Florida, and then southwestern Louisiana two days later. In all, Andrew caused more damage than any other Hurricane on record. Due to its size and weight, railway equipment usually fares reasonably well during heavy storms, but not so to Andrew's 160 m.p.h. winds.





FIVE PHOTOS PETER LARSON

HURRICANE ANDREW delivered enormous destruction to the Gold Coast Railroad Museum in Miami. In addition to heavy structural damage (**right** and **below**), the museum suffered damage to preserved equipment like armor-plated Pullman *Ferdinand Magellan* (**left**), FEC 4-6-2 153 (**above**) and three-foot gauge 0-4-0 No.48 (**above right**).

STEVE GLISCHINSKI

DW&P DETOURED ON DM&IR between Nopeming Junction (near Duluth) and Shelton Junction (south of Virginia, Minnesota) during nine days in August to allow for DW&P bridge work. On August 14, a southbound DW&P detour train rolled past DM&IR's depot at Saginaw, Minnesota, behind CN units including SD40 5220.

NILS HUXTABLE

MRL COKE TRAINS out of Billings, Montana, have been running west over BN rails via Spokane, Washington, to the Roberts Bank superport near Vancouver, British Columbia on a weekly basis. On August 6, BN SD40-2 8153 led MRL SD40 254, MRL SD45 351 and coke loads north through Hunter Point, Washington (**right**).

In Miami, the Gold Coast Railroad Museum was severely damaged. Its largest structure, a four-track-wide steel-girder open train shed lost its sheet metal peaked roof, and the entire structure just laid down on the equipment beneath it. The damage was relatively light to the cars and locomotives under the shed, but replacing the structure will be very big job. The Museum's wood-frame ticket office, the former-FEC Princeton, Fla., depot, was blown to splinters, and a 36-inch gauge 0-4-0 was tipped over, as was a standard gauge boxcar. The armored presidential car *Ferdinand Magellan* was under the shed and seemed to suffer only minor damage. The Museum's Florida East Coast 4-6-2 153 was under the fallen train shed, and its condition won't be known until the determination is made as to whether or not those dents from the falling steel are superficially in the jacketing or have penetrated the boiler shell itself. The other FEC 4-6-2, 113, was outdoors and suffered little damage. The massive train shed was built to local codes requiring it to withstand winds of 120 m.p.h., and it seemed that in many cases equipment not under the shed fared better. Getting details from Florida has been difficult, and after quite a while with no phone service a recorded message says that "reopening will be in the distant future; please keep checking for details." Before Andrew, the museum offered a 2.5-mile train ride around the site primarily using one of the FEC 4-6-2s.

Damage estimates weren't available at press time for the Gold Coast Museum, and with hundreds of thousands of homeless people to take care of in the museum area, it may be some time before a true damages can be assessed.

The Florida East Coast Railroad was operating freight trains again on August 21, and Miami's Tri-Rail commuter line was operating between Ft. Lauderdale and West Palm Beach until Miami service was resumed on August 20.

In Louisiana, the Hurricane hit a less populated area around New Iberia where the Louisiana & Delta short line operates four disconnected branch lines off the SP main west of New Orleans. The L&D fared well with mostly downed wires and poles, but three empty covered hoppers on a siding did blow over, one of which fouled the SP main line. Most of the L&D was operating again in a week.

The main line railroads played a big part of the relief effort. CSX Transportation delivered 70 carloads of heavy equipment donated by North Carolina utilities, and Norfolk Southern and Conrail were bringing food and ice into the area. In Louisiana, Southern Pacific and the L&D were bringing in reefer-loads of ice and perishables.

A "FAREWELL TO THE Es" On August 30, 1992, the Chicago Chapter NRHS, in cooperation with Burlington Northern and Metra, presented "A Farewell to the EMD E" excursion which was comprised of two round trips from Aurora to Chicago led by BN/Metra E9s 9902, 9913 and 9921. The trips were billed as the final runs for the ex-CB&Q Es, as most of the E-unit fleet has already been replaced by Metra's new F40PHM-2s (August 1992 RAILNEWS). The excursion itself offered rare photo opportunities since the Metra commutes normally ran with no more than two Es per train. Also, the special's first leg had the E-units on the point facing east; normal operation has the cab car leading eastbound. The train was turned on the Canal Street Wye before backing into Chicago Union Station. Another surprise took place at Aurora after the first round trip. After unloading passengers, the special backed up to Eola Yard and then paraded into Aurora alongside an arriving regular train led by E9 9918, all in perfect view for the enormous photo line.

Two of the former Burlington E-units, 9919 and 9920, have been placed in storage on the BN at Springfield, Missouri. The railroad plans to refurbish them for corporate use, adding the two Es to the "presidential fleet" with F-units BN-1 and BN-2. A public auction of at least 20 of the Es held in July drew no buyers because of the too-high minimum bid. In late September, BN spokesman Richard Russack reported that the railroad has extended its lease of the Es from Metra in hopes of utilizing them in suburban commuter services that are being considered elsewhere in the country.

CALIFORNIA COMMUTES The Southern Pacific and the Union Pacific demonstrated their new, more positive approach to the use of existing main line rails for passenger service by operating special commute trains in the San Francisco Bay Area during September 1992. Espee brought a Los Angeles Metrolink F59PH and four cars north to operate for six days on a proposed Fairfield to Oakland feeder commute line. Meanwhile, UP ran a six car Dash 8-40CW powered special from Sacramento to San Jose via Stockton to demonstrate the feasibility of passenger service on the Altamont Pass route. On Friday, September 18, SP brought the Metrolink set to San Jose to pose with the UP train. Amtrak staged a photo opportunity at the San Jose Cahill Street Station by adding a former-CalTrain F40PH and passenger consist to the line-up. Aside from the 1992 NRHS Convention based in San Jose during July, locals say this was the first time that a Union Pacific passenger train visited the SP depot in San Jose.

This activity was part of the annual Bay Area "Beat the back up" event which is staged to get commuters out of their cars. Espee and UP are trying to help state and local transportation agencies persuade California voters to approve pro-transit bond issues in the upcoming election in November — HAL LEWIS.

SP LEASING CHICAGO's IMX In late August, Southern Pacific reached an agreement with Illinois Central for long-term lease of the IMX intermodal facility in downtown Chicago, a few blocks west of the famous 21st Street Junction on the former-IC line west to Iowa. The agreement calls for IC to vacate the IMX property early in 1993. SP currently shares the facility with IC and also utilizes other intermodal transfer points in Chicago at Forest Hill and Bedford Park. There are no plans to discontinue operations at these other two sites. According to SP Vice President-Intermodal Norm Kirsch, "Combining the IMX property with our recently leased warehouse on an adjoining piece of land gives SP the kind of facility we need to accommodate growing intermodal business."

WESTERN MARYLAND F7 236 During Labor Day weekend, September 4-6, 1992, the Western Maryland Railway Historical Society celebrated its 25th anniversary at Union Bridge, Maryland. For the occasion, the B&O Museum agreed to let WMRHS volunteers restore WM F7 236 to running condition. The unit has been on static display at the museum since 1980, when it was donated by Chessie System. With the help of some Maryland Midland Railway employees, the volunteers spent several weeks working to get the unit running again. After the convention, the unit will be going back to the B&O Museum. Society members also worked several weeks to restore the WMRHS boxcar and hopper to authentic WM paint schemes.

The 236 was used Saturday, September 5, on an excursion from Westminster to Highfield over the Maryland Midland's ex-WM East Subdivision. The Maryland Midland also supplied ex-N&W GP9 794, the last unit wearing WM style speed lettering that was applied by the MM. The passenger equipment, normally used on the Enter-Trainment Line dinner train which MM runs on weekends, was of mixed ancestry.

On Sunday, September 6, convention attendees were treated to an all-WM train pulled by the 236. The train consisted of boxcar 4393, hopper 21180 (actually WM 1564, a ballast car restored to look like a steam-era hopper) and caboose 1802, which had been restored for the 1988 convention — JERRY DOYLE

WESTERN MARYLAND SCENIC The VIA FPA4s in historic paint schemes are still wowing riders on the Western Maryland Scenic, a 13-mile tourist line from Cumberland to Frostburg, Md., on former-WM and Cumberland & Pennsylvania rails. Both painted units, B&O 800 and WM 305 (former-VIA/CN 6780 and 6771 respectively), posed for night photos on September 12 (see also CAMERA BAG). Western Maryland Scenic passenger service this summer has been handled with the two FPA4s and "WM" RS3 199 (ex-B&M/D&H 1508) operating on a rotating basis, one or two units per train. A third FPA4, VIA 6793, is on the property and nearing the painting stage to become B&O 893 — some cylinder problems in the unit's prime mover are currently being corrected. The 6793, purchased by the CN in 1959, is significant as it was the last "FA" built by Alco or MLW.

Former LS&I 2-8-0 34 is also in the WM Scenic shop in Ridgeley, W.Va., and crews are working to make the 34 operable for the start of the 1994 season. It has been numbered 734 in honor of the Western Maryland's own burly 2-8-0s and arrived in Cumberland this summer from the Illinois Railway Museum in full WM fireball livery.

WESTERN MARYLAND SCENIC posed two of its ex-VIA FPA4s at the Cumberland depot on September 12 (see also CAMERA BAG). Regular units for 1992 have been these plus WM RS3 199.

WESTERN MARYLAND F7 236 was restored for the WMRHS 25th anniversary celebration held at Union Bridge, Maryland, September 4-6. On the 6th, the 236 powered a short all-WM train consisting of a boxcar, hopper and caboose (**right**).

TOP KODACHROME: JIM BOYD / ABOVE KODACHROME: JERRY DOYLE

KODACHROME: HAL LEWIS

CALIFORNIA COMMUTES were demonstrated on SP and UP lines in the San Francisco Bay Area in September. On the 18th, the test trains, one powered by a Metrolink F59PH (borrowed by SP) and the other by a UP Dash 8-40CW, were posed at San Jose alongside a CalTrain F40PH-2 (**left**).

A "FAREWELL TO THE Es" fantrip was run on BN's ex-CB&Q commuter line between Aurora and Chicago on August 30. A highlight of the event was when the special, with three E-units, made a photo runby alongside a regular commuter train that was arriving Aurora behind E9 9918 (**below**).

KODACHROME: THOMAS LUNDEEN

The Greatest Show on Rails

The Wisconsin countryside is still on a cool summer morning, save for the sound of an approaching train whistling for a rural road crossing. People gather on the porch of a nearby house, and others flock to the right-of-way to observe the approaching train. Within minutes, a wigwag warning signal heralds the train's imminent arrival. Tension builds and imagination grows in the minds of children of all ages who have come to see the iron horse. As the locomotive passes, the train's cargo comes into view: brightly painted stock cars, passenger cars and flatcars loaded with circus wagons! It's not 1922, and the train is not just one of dozens that once transported private traveling shows from town to town. This is 1992, and those present have witnessed the Greatest Show on Rails: the Circus World Museum's "Great Circus Train" on its annual trek from Baraboo to Milwaukee, Wisconsin.

Since the 1850s, the circuses of North America have found that getting to each show location by rail is both economical and efficient. Circus companies of the late 19th and early 20th centuries relied on making a triumphal entrance into town for the success of their shows. Phineas Taylor Barnum's Great Traveling Museum, Menagerie, Caravan, Hippodrome, Polytechnical Institute & International Zoological Gardens was the first circus to travel daily entirely by rail, beginning in 1872 (under the guidance of William C. Coup and Dan Costello, the men generally credited with "creating" the concept of the circus train). Traditional circus trains were made up of custom-built stock cars, a variety of flatcars (to haul wagons, animal cages, cook houses, generators, etc.), coaches for the performers and private cars for the promoters and managers (accommodations aboard the train depended upon each person's rank within the traveling show). The circuses could go farther and faster and carry more props on train tracks than their predecessors, the wagon shows.

Traditional circus trains plied the standard gauge until 1956, when Ringling Brothers and Barnum & Bailey's Circus opted to move by roadway instead. This decision proved uneconomi-

KODACHROME BRUCE A. NELSON

THE BRILLIANTLY COLORED CIRCUS WAGONS are the prime attraction of the Great Circus Train, as shown on the C&NW's Tiffany, Wis., bridge (**right**) in 1985. They are loaded and unloaded at Baraboo and Milwaukee using the traditional circus methods of block and tackle with horse power, as in this demonstration at the museum in 1963.

EKTACHROME JIM BOYD

The annual Great Circus Train from Baraboo to Milwaukee, Wisconsin

by Bruce C. Nelson

KODACHROME, BRUCE C. NELSON

WITH STEAM OR DIESEL POWER, the Great Circus Train is a dazzling sight. In 1967 Dick Jensen's ex-GTW 4-6-2 5629 had the train strung out grandly on the Wisconsin River bridge at Merrimac (**left**). The only highway crossing at this location is a small carferry, which causes great complication in chasing the train out of Baraboo. Experienced fans simply wait for the train on the south side of the river. On July 8, 1992, C&NW diesels (**above**) had the train rolling northward at Northbrook, Ill., on the New Line Subdivision.

cal in the long run, and the circus moved by rail again beginning in 1960. In 1992, the Greatest Show on Earth along with the Strates Shows Carnival are the only traveling shows that still utilize the rails to move about the continent, but not to the extent nor with the glamour once associated with the golden age. The brightly decorated flatcars and gaudy passenger cars have been replaced by predominantly enclosed, modern equipment that took away a great deal of the excitement once brought to town with the circus train. Gone are the red, orange, blue and yellow flatcars carrying the smartly decorated calliopes and wagons of the late 19th and early 20th centuries.

The general population has always held a unique fascination with the circus. Perhaps the intrigue now is more select than it was around the turn of the century when the big tops traveled the nation's rails. Whatever the public attraction, an antique circus still plies Mid-America's high iron in the form of the Circus World Museum's "Great Circus Train" which precedes the annual Great Circus Parade in Milwaukee. The train and parade accurately represent circus history in a flashy, animated way.

Circus World Museum promoters have utilized the Great Circus Parade

KODACHROME JIM BOYD

BURLINGTON MIKADO 4960 powered the first Great Circus Train in 1965 and repeated again in 1966. The 1966 train is shown here heading south through Lodi, Wisconsin. After the locomotive was retired by the CB&Q in 1966, it was donated to the Circus World Museum and soon thereafter ended up at the nearby Mid-Continent Railway Museum at North Freedom. Today the 4960 is being rebuilt for service on the Grand Canyon Railway. Dick Jensen's privately owned ex-GTW 4-6-2 5629 did the honors on the Circus Train in 1967 and 1968. On the 1967 train (**below**), it was photographed eastbound for Waukesha on the C&NW's Madison-Milwaukee branch. The idea of a 17,500-gallon tender full of Schlitz is tempting, but that big logo simply identifies the trip's sponsor.

DAVID P. MORRISON/JIM BOYD

to advertise and demonstrate their collection in Milwaukee and Chicago. Because of the costs associated with moving the circus equipment and maintaining the museum, private and corporate donations fund both the transportation of the antiques and the parades. Transportation of the Circus World Museum collection took place by truck in the 1963 and 1964 Milwaukee parades.

The World of Mirth Carnival had declared bankruptcy and was disposing of its rail cars in 1964, providing the perfect opportunity for CWM to not only acquire and preserve examples of rare and vanishing railroad equipment, but also to put itself in a position to move its tableaux and wagons by rail. Shortly after the acquisition of the Warren and Mount Vernon freight cars from World of Mirth, three passenger cars were donated to CWM: two heavyweights from the Pullman Company and a diner from the Santa Fe. The trek to Milwaukee was made by rail for the first time in 1965 following the restoration of the authentic rolling stock.

Circus World Museum management underwent a change in 1973 following the departure of Director Chappie Fox. Along with the leadership transformation came a different business plan for the museum and its collection. Maintenance and restoration of the railroad equipment was suspended following the 1973 train trip, and the 1981-'82 trips were made with more modern TrailerTrain 60-foot flatcars. These "OTTX" flats are equipped with moveable tie-down winches, chains and snubbers for transporting agricultural equipment, ideally suiting them for transporting the circus tableaux.

A reorganization of CWM took place in the early 1980s under the direction of Paul Ingrassia, then president of the Historic Sites Foundation. Railroad equipment acquisition and restoration was resumed in 1983, and the Museum subsequently acquired a group of Thrall and Warren freight cars from the Royal American Shows. Historic flatcars reappeared on the 1985 train and have been a fixture on the annual Baraboo-Milwaukee trek ever since.

The Museum budgets between $35,000 and $45,000 annually for maintenance and restoration of railroad equipment. In addition to the equipment it currently owns, CWM is exploring the acquisition of additional rolling stock. According to Director Ingrassia, the museum would like to acquire one or two more passenger cars to increase the capacity for guests and media representatives.

Not all of the railroad equipment the museum owns is used on the annual Baraboo-Milwaukee journey. Some pieces of rolling stock are part of the Circus World Museum's static display in Baraboo, while others are under restoration or used as spares in the event of the bad-ordering of another freight car. Says CWM's library and research center director Fred Dahlinger, "We don't acquire excess cars to deprive other museums or historical societies from having any. Rather, the equipment is so rare that we seek to preserve as much as possible just to keep the rolling stock from going to scrap."

Three Series; Three Routes

The Circus World Museum has operated, in conjunction with various private and corporate sponsors, three series of trains. These excursions have been orchestrated to publicize the collection of the circus tableaux, band wagons and animal cages owned by the museum by holding a Grand Parade in the terminal city. The C&NW has played a part in every circus train operated for the Circus World Museum.

The first set of Circus Train outings, spearheaded by sponsor Joseph Schlitz Brewing Company and its publicist Ben Barkin, operated to Milwaukee in one day trips via an all-Wisconsin routing. All originated at Baraboo and traveled to the Badger State capital of Madison via C&NW steel. From Madison, the 1965 through 1971 trains were routed over C&NW's Madison-Milwaukee branch. For the 1972 and 1973 trips, Milwaukee Road's Madison-Watertown branch and the CMStP&P main line between Watertown and Milwaukee were used to access the lakefront. These routings, although direct, avoided the large population centers associated with southern Wisconsin and northern Illinois. The last trip of the first series operated in 1973, after which the sponsors could no longer justify the expense associated with the train or the parade.

After seven dormant years, the Circus World Museum collection embarked on its second, albeit shortest, series of trips. Chicago Mayor Jayne Byrne elicited the support necessary to bring the circus to the Windy City in 1981. This trip involved a new route for the grand conveyance, taking the antique wagons and equipment on a one day trip down C&NW lines through the densely populated northwest suburbs of Chicago. The trip was repeated in 1982 but was scrubbed thereafter as a result of financial considerations.

These trips operated east out of Baraboo to Madison, thence through Janesville to Harvard, Illinois. From Harvard, the trains continued east in suburban territory through Crystal Lake and Arlington Heights. In 1981, the Great Circus Train diverged from the Harvard Subdivision at Seeger (in Des Plaines) and traveled via C&NW's freight belt around O'Hare Airport to Proviso Yard. At Proviso, the train gained access to the Geneva Subdivision for its trip into Chicago. When the colorful consist reached the city's west side, the Noble Street tower operator routed it onto the old passenger line (at that time the Navy Pier branch, now abandoned between Racine Avenue and Clinton Street) to access State Street Yard. The route was repeated in 1982 with one variation: the Circus Train stayed on the Harvard Subdivision all the way to Mayfair, where the Skokie Subdivision was used to access the East-West main via 40th Street Yard, avoiding Proviso.

Despite its short life, the Chicago series impressed upon the museum and its promoters the great interest in circus history that was heretofore untapped by the train — the population of Chicago and its sprawling suburbs. The original direct routes of the Circus World Museum trains delivered the equipment to the host city over about 120 route-miles. The 1981-'82 Chicago trips were about 40 miles longer but brought out such an explosive trackside interest in the train that promoters began to think about the huge marketing potential in the Chicago area.

After two more years of dormancy, the Great Circus Train was revived once more. This time, Milwaukee was again the host city, but a routing through the Chicago suburbs was chosen. This series of trips has been sponsored primarily by Richard Strong and William Corneliuson of Strong/Corneliuson Capital Management, Incorporated, with the consultation of Ben Barkin, original publicist of the Great Circus Parade.

The C&NW had abandoned most of its Milwaukee-Madison line in 1984 due to the structural deterioration of the Rock River bridge west of Jefferson Junction, but the ex-Milwaukee Road lines, now operated by Soo Line, were still in place for a direct all-Wisconsin routing. The C&NW route through Illinois was chosen for operational and public exposure considerations, so the trips from 1985 through 1992 have taken a two-day "V" shaped route through Wisconsin, Illinois and back into the Badger State. At just about 225 miles, this is the longest of the routes traversed by the Circus World Museum trains.

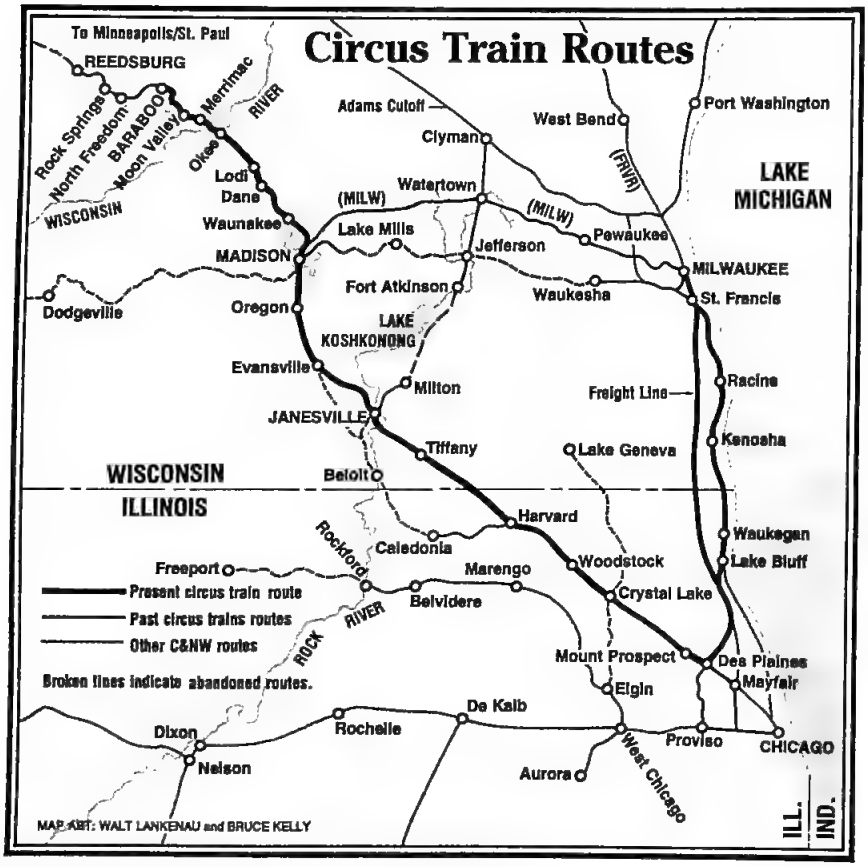
Museum officials acknowledge the intense, growing interest in the Great Circus Parade and the collection of historic circus equipment. To this end, the annual event appears to be permanent (given continued private financial backing for the $2 million tab), but the train route is a different story. Promoters would like to again see a steam locomotive grace the head end of the Great Circus Train, but operational considerations present some significant obstacles given the present routing. According to Mr. Ingrassia, the museum is

looking at several options for future Circus Trains, including alternative routes and more historically significant motive power.

Alcos, Baldwins and EMDs

The equipment used to transport and power the 19 circus trains operated to date is as varied as the routes used. Everything from historic steam locomotives to modern, high-tech diesels has pulled the ornate antique equipment through Wisconsin and Illinois.

Steam power has graced the head end of eight of the 19 circus trains. Beginning with the 1965 trip, four different steam locomotives have led the Circus World Museum train out of Baraboo.



CB&Q 2-8-2 4960 (Baldwin, 1923) did the honors in 1965 and 1966, the late Richard Jensen's ex-GTW 4-6-2 5629 (Alco, 1924) pulled the 1967 and 1968 trips, and through special arrangements with the C&NW and Milwaukee Road, in 1973 Southern Railway 2-8-2 4501 (Baldwin, 1911) traveled to Baraboo to pull the last of the original series of trips (with the assistance of C&NW GP7 4311 between Baraboo and Waunakee).

In the early 1980s C&NW had embarked on a public relations blitz, spearheaded by assistant vice president and Wisconsin Division manager Chris Burger, that involved the use of ex-C&NW R-1 4-6-0 1385, owned by the Mid-Continent Railway Museum, conveniently located 6.5 miles west of the Circus World Museum in North Freedom, Wisconsin. The 1385, with diesel assistance, pulled the 1985, 1986 and 1987 Great Circus Trains. The C&NW's F7As 403 and 402 backed up the Ten-Wheeler in 1985, SD50 7015 helped out in 1986, and SD60 8043 played understudy the following year. Because of mechanical difficulties with the 1907 Alco, SD60 8043 pulled the antiques solo on the first day of 1987's journey while repairs to the steamer were made. The C&NW then deadheaded 1385 to Janesville late that night while the Circus Train was laying over. The R-1 assumed her rightful place ahead of the burly EMD for the second day of the trip, between Janesville and Milwaukee.

Covered Wagons / Circus Wagons

The 1982 trip to the Windy City had been the first assignment for "Presidential Fs" 403, 400 and 401 in their new (at the time) C&NW light yellow and green paint. The 1988 trip was scheduled to have steam in the lead, but a severe summer drought resulted in a substitution of the classic cab units on the Great Circus Train. Operational advice dated July 7, 1988, stated, "Due to dry weather conditions and fire danger, the 1385 will not be used to pull this year's train." The C&NW wisely substituted motive power in the form of F7A 403 and SD60 8047, much to the chagrin of steam fans but equally to the delight of cab unit devotees. In 1989, two different sets of locomotives were used on the two-day trip. On day one from Baraboo to Janesville F7s 402, 401, 410 and 403 piloted the consist, while GP50 5061 subbed for the A-B-A set of 401-410-403 on the second day to facilitate more efficient switching in Milwaukee. Just as steam had bowed out of Circus Train duties several years prior, this was to be the last run of C&NW's Executive F-units on the antique consist.

Hood Units, Then and Now

For a number of years, the C&NW had selected GP35s to power the Circus Trains. No fewer than four of the Great Circus Trains were powered by the 2500-horsepower motors. The train for 1969 was led by the 862, while the train in 1970 had 851 in the lead. The 863 and a mate towed the 1971 trip, the last Circus Train to traverse C&NW's Madison-Milwaukee line, once the stomping ground of the *Capitol 400s*. On the Baraboo-Madison leg of the 1972 trip, C&NW supplied freshly rebuilt and painted GP7s 4315 and 4314. The Milwaukee Road powered the consist with GP30s 1001 and 1014 between Madison and Milwaukee. The C&NW returned to GP35s for the 1981 trip to Chicago, supplying the 832 and 833.

Following the demise of steam and cab units on the Great Circus Train in the 1990s, hood units again dominated the show. C&NW SD40-2 6857 and GP7 4331 provided power for the 1990 edition, and a similar set (SD40-2 6832 and GP7 4483, with MP15DC 1312 between Baraboo and Janesville) pulled 1991's train. Power for the 1992 version consisted of SD40-2 6827 and GP38 4705, both freshly painted in C&NW's traditional yellow and green livery.

Any special movement like the Great Circus Train can create its share of operational difficulties for the host railroad(s). The safety of trackside spectators and the security of the traveling antiques cannot be compromised. Operation of the Circus Train monopolizes the section of main line on which the special is scheduled to run. Problems associated with steam motive power have also cropped up. For example, the 1968 trip incurred a considerable delay due to an overheated journal on the 5629, and Ten-Wheeler 1385 experienced a failed superheater tube in 1987. In both cases, the C&NW not only tolerated the inconvenience but took it upon themselves to provide assistance (at least in 1987) above and beyond what would be expected of the host railroad.

Although planning for the 4.5-mile

Great Circus Parade, which attracts over 750,000 spectators, is a year-round activity, current operation of the Great Circus Train involves about two weeks' worth of intense work from start to finish. Preparations begin months in advance, and equipment restoration/maintenance is a year-round task. But the main work of loading the wagons, calliopes and such begins on the Sunday before the trip. The C&NW's Baraboo Yard is right downtown in the small city, adjacent to the museum and just east of the former passenger depot. Most of the year the main line is quiet, seeing only local service since the through route was severed between Reedsburg and Camp Douglas. But in the fair weather months when the quarry at Rock Springs is open, ballast trains operate almost every day.

The Yard is a Three Ring Circus

Activity in Baraboo Yard begins with the spotting of CWM's historic flatcars for true blue "circus loading." The museum's equipment is loaded onto the restored antique flatcars by real, live *horse*power in the form of teams of Percherons. This job in itself is worthy of note, and many observers come from out of state to watch. Wagon loading continues into Monday while a C&NW crew begins to assemble the historic rolling stock. Extreme care is taken to ensure the priceless equipment the safest, most secure ride over the rails to Milwaukee.

The North Western dispatches a switch engine and the road power for the circus train so that arrival in Baraboo is consistent with the train's loading schedule. The locomotives are often simply added to the consist of an empty hopper train headed for the quarry and dropped off at Baraboo by the road crew. The Baraboo Yard has ample room to maneuver and spot cars in the appropriate order, but watching the crew switch the circus train is still an interesting way to spend a summer afternoon. Sunday afternoon and most of Monday is spent loading and lining up the stock cars, passenger equipment, North Western business car(s), wagon flats and finally, the caboose, on the Baraboo siding, originally the eastward main. Once the road power is coupled up to the train, the switching crew is finished for the day.

Day One

Early on Tuesday morning, July 7, 1992, a road crew arrives at Baraboo and prepares the Great Circus Train for departure. The obligatory tests are made, and the consist is double checked for secured lading. At the appointed hour (9:25 a.m.), the highball is given, and the "Journey of Joy" begins its trek to Janesville, where it will stop overnight.

The largest geographic obstacles in

BRUCE C. NELSON

IN THE YARD AT BARABOO on July 6, 1992, C&NW MP15 1314 is lining up the consist for the next morning's departure; road units 4705 and 6827 are idling at right.

The Madison Subdivision

C&NW's Dr. Jekyll and Mr. Hyde Line

Like so many rail lines in North America, Chicago & North Western's Madison Subdivision is now a shadow of its former self. In addition to a number of natural scenic highlights, the line possesses a split personality in its varied traffic and operations.

Construction of trackage northwest from Madison began in 1873, when the Baraboo Air Line Railroad pushed out into central Wisconsin. The initial plan was to form a link with the West Wisconsin Railway near what is now Tomah. This would offer a through route between Chicago, Madison, LaCrosse and Winona. Realizing the potential of the new line even before construction was completed, the C&NW directors took immediate steps to acquire the fledgling company. A rail connection eventually took place at Elroy, offering direct interchange access to the Twin Cities via what would become the Chicago, Saint Paul, Minneapolis & Omaha.

Traffic increased rapidly, and a second main track was installed in 1896. This line through the rolling Wisconsin hills was C&NW's only route between Chicago and the Twin Cities until the Adams Cutoff was opened in 1911, after which Chicago-Twin Cities (and beyond) traffic had a choice of routes through either Madison or Milwaukee. The C&NW's famous *400* fleet of streamliners was born on the Adams Cutoff, but the Madison route hosted its share of the glory with the *Minnesota*, *Dakota* and *Rochester 400s*. What the Adams Cutoff offered in terms of speed, the Madison line more than equalled in scenery.

Passenger service on the Madison Subdivision was discontinued in 1963, and the railroad began to dismantle the eastward main the next year. By the early 1970s the line's decline was in full swing, and automatic block signals were subsequently extinguished and removed. Freight traffic levels could not support two roughly parallel through routes between Chicago and the Twin Cities, and extensive analysis was undertaken to determine what was the best of the North Western's alternatives. The route through Madison suffered from a roller coaster profile in its midsection, some serious curves and even a tunnel — but not much on-line business. After exhaustive comparisons and several inspections, the line was severed in 1987. Trackage was removed west of Reedsburg through the once-bustling division point of Elroy to the Soo Line (former Milwaukee Road) connection at Camp Douglas.

Today, in the line's "Mr. Hyde" role (during the colder months of the year), a diminutive as-needed local, powered by an end-cab switcher or Geep, serves the industries west of Madison, usually twice or thrice weekly. However, the line's "Doctor Jekyll" face appears after the ground thaws and the quarry at Rock Springs opens. The C&NW quarries all of its ballast for systemwide use at Rock Springs (the famous C&NW pink rock ballast), so it is not unusual to see huge unit rock trains hurtling down the Madison Subdivision behind modern EMDs between April and October.

As if the Wisconsin River crossing at Merrimac, the quartzite bluffs at Rock Springs or the shores of Devils Lake aren't scenery enough, the line still has such charming amenities as wigwag grade crossing protection. Add to this the annual trek of the Great Circus Train, and one has a mighty interesting and significant piece of railroad — BRUCE C. NELSON.

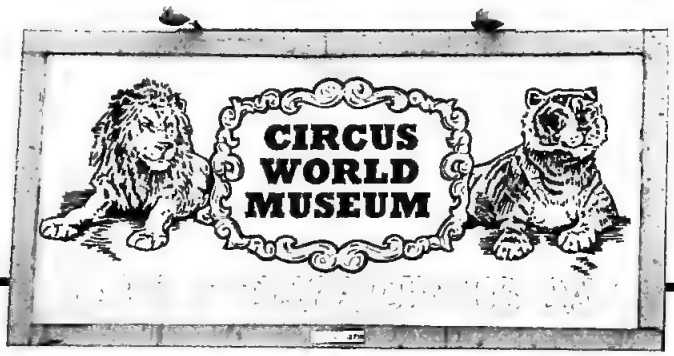
terms of track profile are encountered in the first 35 miles between Baraboo and Madison. Immediately upon leaving Baraboo, the SD40-2 and GP38 must prove their mettle by lifting the circus train up a two-mile-long 1.0% grade into the Baraboo Range and through Devil's Lake State Park. The grade doesn't sound like much when one considers today's high-tech motive power and the comparatively light consist (in terms of modern unit trains). But then consider the value of the Circus Train's cargo and the care that the engine crew must afford it, and one begins to appreciate the gravity of the task at hand.

Scenery abounds on the first leg of the two-day trip. Winding up through the hills and alongside the lake (whose water almost laps at the crossties), the Great Circus Train makes for a grand sight. Once the confines of Devil's Lake and the Baraboo Range are behind, the train drops down a four-mile-long 1.0% grade, negotiates a graceful curve to the east into the berg of Moon Valley, and then enters a short tangent into the town of Merrimac, sight of a 1729-foot-long bridge over the Wisconsin River. Once a gauntlet swing bridge, the span is now single-tracked and fixed but is nevertheless quite interesting due to the varied sections of different bridging used in construction. The congregation of spectators and media representatives at Merrimac is quite a sight: television cameramen in hovering helicopters, awestruck vacationers on *Colsac 11* (the Highway 113 ferryboat) and pleasure boaters dotting the Wisconsin River waters mingling with fishermen to get a closer look at the procession. That ferryboat puts quite a crimp in the style of the motorcaders, for it is the only way to cross the river! Veteran circus train chasers run ahead and get across the river well in advance of the train or simply wait for it on the east side of the river.

Once across the Wisconsin River, the train parallels Lake Wisconsin for several miles on its way through Okee and on to Lodi, the first tie-down check of the trip.

No Clowning Around

Because of the possibility of loads shifting or tie-downs loosening en route, periodic stops are scheduled to check the flatcars and their priceless loads. Railroad employees and museum workers walk the length of the consist to look for problems at every stop, and a watchful eye is kept on both sides of the train at all times while it is under way between stops. To quote the operational advice issued by C&NW management, "...train speed must be limited to 30 m.p.h. with speeds reduced through cities, towns and at grade crossings for



"The authentic and historic re-creation of circus street processionals of yesteryear," announces the Circus World Museum's smartly colored brochure publicizing the annual Great Circus Parade. Thirty years ago, under the direction of Charles Philip "Chappie" Fox, the Circus World Museum of Baraboo, Wisconsin, put on its first Great Circus Parade in Milwaukee. The event has grown over the past three decades, boasting now to mesmerize "the multitudes with the stunning sights and stirring sounds of historic circus wagons."

Nestled in the heart of central Wisconsin, Baraboo was settled by French trader Jean Baribault (pronounced "Baraboo," hence the naming of the town) in 1830. Baraboo sits along a meandering river named after the settler and to the immediate north of a glacial range. Just to the south of Baraboo is Devil's Lake, a deep, spring-fed freshwater lake surrounded on three sides by quartzite cliffs. Nine miles west of Baraboo lie the bluffs from which C&NW's famous pink granite ballast is quarried.

It is only appropriate that the Circus World Museum chose for its location the city in which the brothers Ringling founded the traveling show that would eventually become internationally famous. The Ringling Brothers Circus wintered every year in its Baraboo headquarters from 1884 until 1918. Adding to Baraboo's circus history are the Gollmar Brothers Circus, which operated out of Baraboo from 1891 to 1916, and the Moeller Wagon Company, which built a number of circus wagons. (Both the Gollmar and Moeller families were related to the Ringlings.)

The Ringling Brothers Circus bought the Barnum & Bailey Circus in 1903 but operated them (and their respective trains) separately until 1918. It was at that point that the nation's railroads served notice to the circuses that they could no longer accommodate both the Ringling Brothers and the Barnum & Bailey trains separately due to increased wartime traffic levels. The two shows were then merged and subsequently moved their winter quarters to Bridgeport, Connecticut. In 1924 some of the original circus buildings, built in 1909, were leased by the North Western Refrigerator Line Company to maintain its fleet of wooden refrigerated boxcars. In 1926, North Western Refrigerator Line (dubbed "NWX" in reflection of its cars' reporting marks) purchased the old circus quarters and constructed an addition to the car shop several years later.

North American Car Company purchased NWX in 1946. As steel cars replaced those constructed of wood, the Baraboo site became obsolete, and a new shop was constructed at North Fond du Lac, Wisconsin. North American closed the original Ringling Brothers Baraboo Shops in December 1963 and donated the facility to CWM the following year.

The Circus World Museum, founded in 1954, opened to the public in Baraboo on July 1, 1959, with the help of local politicians and circus fans from around the world. In addition to the 175 circus wagons preserved by the museum is the retention of a part of American circus history that pertains to the traveling shows' primary mode of transportation: railroad rolling stock. The Circus World Museum owns 60 historic railroad cars. It is the world's largest collection of historic circus equipment and most comprehensive center for circus history research. The Circus World Museum is wholly owned by the State Historical Society of Wisconsin and operated by the non-profit Historic Sites Foundation. The Museum's primary goal is to preserve the rich and diverse history of the traveling shows, the greatest of which was founded in the Museum's hometown. To paraphrase Paul Ingrassia, director of the Great Circus Parade, the museum collection is owned by the people of Wisconsin — it is theirs to enjoy. The annual Milwaukee event is the best way for the museum collection to be paraded and appreciated by residents and visitors alike. The aim of the Great Circus Parade is to faithfully re-create the past — including an accurate representation of an historic circus train. Anyone who views the annual Great Circus Train and/or Parade in Milwaukee is sure to agree that the Museum has hit a bullseye — BRUCE C. NELSON.

TWO KODACHROMES BRUCE C. NELSON

safety purposes where crowds of sightseers can be expected to gather."

Leaving Lodi, the train tackles another 1.0% grade, this one four miles in length. When the motors crest the hill at Dane, a steady downhill trip is in store just about all the way into Madison. However, the hogger slows the consist through the town of Dane to ensure the safety of trackside spectators and to allow everyone a closer look at the antiques on board. Today, a brief unscheduled stop was made in Waunakee so that Wisconsin Governor Tommy Thompson can detrain and tend to other business.

The circus train is scheduled to arrive at Madison just before noon in order to allow the majority of the working population a chance to view the train's ar-

CHICAGO & NORTH WESTERN'S "Presidential F-units" saw use on the Great Circus Train ranging from the lone 403 with SD60 8047 shown (**top**) at Brooklyn, Wis., on July 12, 1988, to the impressive A-A-B-A set (**above**) at Lavina Road between Dane and Waunakee on July 11, 1989. Mid-Continent Railway Museum's C&NW R1 4-6-0 1385 headed up the train in 1985 (**below**) with two of the F7s, shown near Harvard, Illinois.

KODACHROME: JIM BOYD

EKTACHROME JIM BOYD

SPECTATORS ARE ATTRACTED to the Great Circus Train, such as here departing Waukesha in 1966. The recent consists have been re-arranged to put the coaches up front and new and colorful caboose 21 on the rear, as shown (**right**) in Baraboo on July 6, 1992; at the other end (**below**), the road units are ready to go. The 1991 train (**opposite**) is shown nearing Deval Tower.

CENTER and BOTTOM KODACHROMES / BRUCE C NELSON

rival during their lunch period. Following the Madison stop (which is made at Monona Yard, west of downtown), the train continues east toward Janesville, with one scheduled inspection stop at Evansville.

Upon arrival at Janesville, the train is spotted at "Five Points," near the former passenger station and within sight of the Wisconsin & Calumet yard. With a mid-afternoon arrival, the train is strategically placed for viewing by the local population through the early evening hours. Shortly before sunset, the consist slowly makes its way to South Janesville Yard to tie up for the night.

Day Two

At 8:00 the next morning, Wednesday, July 8, 1992, following the obligatory checks and tests, the Circus Train once again heads southeast for the northwest and northern Chicago suburbs and eventually Milwaukee. The scenic highlight of this section is encountered shortly after leaving Janesville. At Tiffany, Wisconsin, (population 78) C&NW rails cross Turtle Creek on a five arch stone bridge, long a favorite photo location for Midwestern railfans.

Suburban territory and double track is reached upon arrival at Harvard, Illinois. From this point on, the number of trackside viewers will steadily increase into the thousands per town, and train speed will be pinched to a crawl at some locations. With safety at the top of everyone's priorities, the North Western endeavors to keep everything it can, consistent with normal operations, out of the way of the circus train — the primary exceptions being the commuter runs that are scheduled on the Harvard and Kenosha subdivisions.

By late morning, the Circus Train has reached Mount Prospect, Illinois, and the approach signals for Deval interlocking, where the circus train will diverge from eastward on the Harvard Subdivision to westward on the New Line Subdivision, a freight-only route that connects Proviso and Butler yards (in suburban Chicago and suburban Milwaukee, respectively). After negotiating the puzzle switch and flange-squealing connecting track at Deval, the circus train proceeds timetable west (compass north-northeast) to KO interlocking, site of the former crossing of C&NW's Lake Subdivision and the Chicago North Shore & Milwaukee Skokie Valley Line.

Last Lap into Milwaukee

At KO, the circus train forgoes the New Line for a two-mile trip over to the Kenosha Subdivision via the Lake Subdivision. The schedule calls for the circus train to fit between westward commuter trains from Lake Bluff (where the Lake Subdivision joins the commuter line) to Waukegan. While on the Lake Subdivision, another inspection is made of the consist. Stops are made at Kenosha, Racine and Cudahy for passenger boarding/alighting, and arrival at C&NW's former coach yard in Milwaukee (near Veteran's Park) occurs at about 4:15 p.m. Unloading of the flatcars is undertaken immediately.

The train is staged at Marsh Yard, south of the Milwaukee River, where a local switching crew assists the road crew in breaking up the consist and shuttling it across the bridge to the unloading site. The lead road unit is cut off, and initial switching commences with the trailing unit so as not to delay the unloading of wagons. In true circus fashion, this unit "doubles in brass" by performing switching duties in Milwaukee. "Double in brass" is a circus term for a person (or piece of equipment) performing more than one job. Its origin stems from musicians who assisted in other tasks around the traveling shows.

The flatcars are devoid of their antique payloads, and the Circus World Museum collection is on public display by Thursday, July 9. All is set for the Great Circus Parade in downtown Milwaukee on Sunday, July 12, 1992. This is the culmination of the months of planning and weeks of execution leading up to operation of the Circus World Museum train each year.

BRUCE C. NELSON

Homeward Bound

Following the parade, the colorful wagons are loaded onto the flatcars again, and the train is quietly and efficiently reassembled for its trip back to Baraboo. Recent return trips have been unpublicized and thus go largely unnoticed, save for the casual observer who happens upon the train by coincidence. However, earlier series' return trips were publicized for public review. In fact, at least one return trip was routed differently than its eastward counterpart so that an alternate population could view the consist. Such was the case in 1972, when the train returned to Baraboo on an all-C&NW route via the Adams Cutoff and Wyeville, rather than either the C&NW or Milwaukee Road routes via Madison.

Early in the morning on the Wednesday following Milwaukee's parade, the circus train departs the Cream City. Depending upon traffic (as both lines are single-tracked), the dispatcher may route the train east over either the New Line or the Kenosha Subdivision at Saint Francis Interlocking. Whatever route is taken out of Milwaukee, the circus train retraces its steps of the week previous south of KO interlocking.

The return trip is accomplished in one day and takes about 14 hours if everything goes according to plan. Upon arrival at Baraboo, the tasks of two weeks prior are repeated in reverse, and the circus equipment is re-deployed inside the Circus World Museum once again. When the flatcars are devoid of their priceless payload, they are returned to the car shop along with the museum's varnish by a C&NW switch crew. This process is much more time-consuming than one might initially imagine, due primarily to the switchback that must be negotiated in order to spot cars at the old Ringling Brothers facility.

The upcoming year 1993 marks the bicentennial of the circus in America, and CWM's Ingrassia hopes to make next year's train and parade the best ever. While modern traveling shows still utilize trains to get from city to city, it is encouraging to find that historic circus memorabilia still hits the high iron annually for the benefit of the general public. The expressions on the faces of ladies, gentlemen and children of all ages tell it all — the circus is as much of an attraction now as it was a century ago, when the Ringling brothers founded their legendary organization in the little Wisconsin town of Baraboo.

BLUE STREAK
COTTON BELT ROUTE
FAST FREIGHT

Aboard the *Memphis Streak* from Tyler to Del Rio

*Streak*ing Across Texas

For most railfans, the opportunity to climb onboard and shoot from the engine cab is a rare and coveted experience. In over 40 years of train photography I've managed only eleven main line trips, and each one has been a unique experience. Therefore, when I received a phone call in the summer of 1990 from writer Fred W. Frailey asking if I would be interested in accompanying him on SP's *Memphis Blue Streak*, my answer was an instantaneous and emphatic, "yes."

At the time, Fred was working on the manuscript for his recently published book "Southern Pacific's Blue Streak Merchandise" (Kalmbach Books, $39.95). He wanted to include a chapter emphasizing the daily operations of this hotshot train and reasoned correctly that taking both notes and photos of the constantly changing scenario was a virtual impossibility. (I had also learned that lesson from personal experience.)

Fred had made arrangements with SP's Eastern Region General Manager Rollin Bredenberg (who still sees fun and fascination in the railroad business) for a ride between Pine Bluff and El Paso in early September of 1990. Since the train departed Pine Bluff yard near midnight, there would be little opportunity for photos until the next crew change at Tyler, Texas, so I told Fred that I would meet him there.

*Streak*ing through history

Before we recount the trip experience, let's ponder the historical background of the name *Blue Streak* as detailed in Fred's book. Although long identified with SP's transcontinental route from St. Louis to Corsicana, Texas, on the Cotton Belt and then to Los Angeles on SP's Sunset Route, the original *Streak* represented a Depression-era marketing strategy by the St. Louis Southwestern to compete head-on with truckers for overnight service between St. Louis distribution centers and the rapidly developing areas of northeast Texas and northwest Louisiana.

Thus on September 30, 1931, a full page advertisement in the St. Louis *Globe-Democrat* announced the *"Blue Streak Overnight LCL Train"* and with added emphasis, "America's Fastest Freight Train." It would leave St. Louis in early evening, have quick loading/unloading stops at key towns in Missouri and Arkansas (from which truck service to off-line towns was coordinated with SSW's Southwestern Transportation Co.), and arrive in Pine Bluff near daybreak. It would be a short train pulled by a passenger locomotive (4-6-0) at passenger train speeds (55 m.p.h.).

In the 1990s this type of run would be just another sprint train, but in the depths of the Great Depression it was nothing short of revolutionary, and the Cotton Belt's competitors (MP, IC and Frisco) were quick to denounce the service as an unnecessary, money losing gimmick. Even though this specialized service was successful and brought both revenue and recognition to the Cotton Belt, the road (along with many others) later sank into bankruptcy in 1935 due to the nation's devastated business climate.

However, through its affiliation with Southern Pacific dating back to January 1932, the Cotton Belt's idea of providing fast freight service would eventually be expanded into a transcontinental undertaking. At first, however, the service was extended to Dallas and Ft. Worth in 1935, but the name *Blue Streak* was not used west of Texarkana until 1940. At about the same time a new connect-

PHOTOGRAPHY J. PARKER LAMB

THE *MEMPHIS BLUE STREAK*, train 1-MBSMF-7, eases into Tyler, Texas, for a crew change (**left**) at 8:20 a.m. on September 8, 1990, where Author Lamb will also board. Looking back, the Malakoff, Texas, water tank (**above**) looms over the double-stack cars.

ing service from Pine Bluff through Shreveport to Houston became known as the *Texas Streak*, and another connecting train, from Memphis to Pine Bluff, was inaugurated.

During its early years, standard power for the *Blue Streak* was one of Cotton Belt's extensive fleet of 2-8-0s, which could lug as much as 6000 tons on the relatively flat profile north of Pine Bluff. Then, as the *Streak*'s run was extended and the number of sections increased, the road's homebuilt 4-8-4s were called upon to protect the BSM's schedule south of Pine Bluff in the late 1930s and early 1940s. In May of 1941 the Cotton Belt picked up seven 4-8-2s from the Rock island, and the later stages of World War II the SSW received is first road diesels in the form of three four-unit A-B-B-A sets of FTs. By the end of the war an additional two sets were on the property, although the big 4-8-4s were still in use between Texarkana and Corsicana until early 1951. During 1952-'53 the SSW received 43 F7s, 17 RS3s and three RSD5s, which brought an end to the steam era on the Cotton Belt in the fall of 1953.

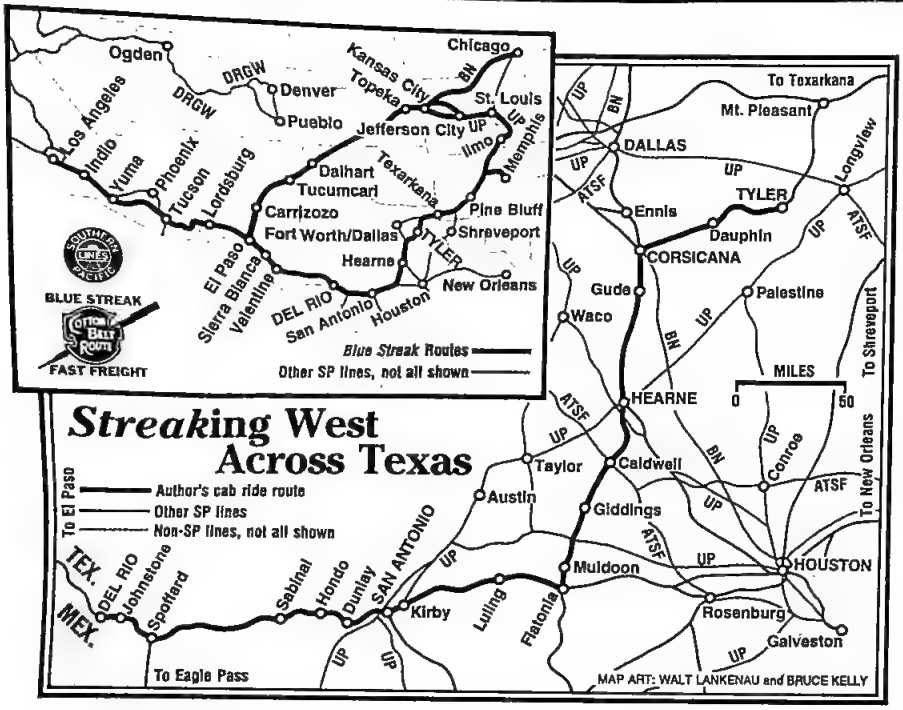
After World War II, the *Blue Streak Merchandise* finally achieved cross-country routing as Los Angeles loadings became strong enough to support a regular schedule. And in 1958 SP used the St. Louis-L.A. *Blue Streak* as its wedge in a transcontinental speed war that cut its time from 96 to 65.5 hours. The *Streak*'s premier schedule was the result of a sustained every day, every week effort to minimize delays along the 2450-mile route. By 1961 the BSM's running time had been shortened to an incredible 50.5 hours.

With business continuing to grow, a second *Streak* was inaugurated in 1961; the *Advanced Blue Streak Merchandise* left East St. Louis seven hours earlier than BSM. A year later (March 3, 1962) yet a third *Streak* was added to support increasing traffic demand while keeping the average speed as high as possible. At first this train was intended to originate at Pine Bluff and carry expedited connections from Memphis and East St. Louis. Thus, it was christened the *Memphis Blue Streak Merchandise*. However, in practice the train originated in East St. Louis where it picked up auto parts loadings from General Motors (it would, in fact, be another 17 years before the Memphis-originating train of today would begin service).

By mid-1966 a *Second BSM* had been added, and the Cotton Belt was launching four *Streaks* from East St. Louis and Pine Bluff every afternoon and evening. In late 1971, two more sections were added, a *Second ABSM* and a *Third BSM*, while the *Second BSM*, which carried GM auto parts exclusively, was renamed the *Auto Parts West*.

Operationally, this transcontinental fleet always represented something of an intermural battle since these expedited trains, on which the SP's reputation rested, had to traverse their first 119 westbound miles (to Thebes, Illinois) on the rails of its chief competitor, the Missouri Pacific. Fortunately for the Cotton Belt, the MP's West Coast hotshots from St. Louis had to transfer to the SP at El Paso and, hence, each road could easily retaliate (and often did) when it thought its hot trains were being delayed unnecessarily.

Southern Pacific's success of the 1960s with its *Blue Streak* fleet could not be sustained into the 1970s due to increased traffic levels offset by deferred maintenance on both motive power and track. Consequently, schedules lagged, and the Texas lines began to have serious derailment problems. Finally in 1972 the SP began laying heavier rail and installing CTC to close the gap between San Antonio and El Paso. Unfortunately an economic downturn in late 1974 prevented the road from replacing or even repairing its aging diesel fleet.



Return of the *Memphis Blue*

In 1978, with most of its St. Louis-to-L.A. *Streak* fleet operating on drag-like schedules, the SP decided to tap the growing intermodal gateway at Memphis, reincarnating the name *Memphis Blue Streak*. Only this time the train really did originate in the West Tennessee city which had heretofore served only as a crew change point for run-through connections with the Southern, IC and L&N.

The actual name of the train was the *Memphis Blue Streak Merchandise Forwarder*, and its first run (carrying 49 piggyback loads) occurred on March 9, 1979. This train, put together with primitive methods in the Cotton Belt's cramped yard, left Memphis by 8:00 p.m. and had to travel two hours over the Rock Island's Choctaw Route to reach home rails at Brinkley, Arkansas. It was out of Pine Bluff by midnight and, with a four-hour head start on the BSMFF, could deliver its trailers and containers to Los Angeles by dawn two mornings later.

Powering the *Streaks*

Cotton Belt motive power for the *Blue Streak* fleet during the early 1960s was a grab bag of Geeps and Fs, along with ten Alco DL600B "Alligators." The Geep fleet included the SP's sole GP7, a dozen GP9s, 20 GP20s (received as FT trade-ins), ten GP30s and 22 GP35s, along with SP run-through power which added such models as U25Bs and a few twin-engined U50s and cabless DD35s, which were often used on the BSM and ABSM west of San Antonio.

The big change in SP/SSW motive power came with the purchase of a massive fleet (357 units) of 3600-h.p. SD45s between 1966 and 1971 — and 247 SD45T-2 "Tunnel Motors" added between 1972 and 1975. There were also some older SD40s, newer SD40T-2 Tunnel Motors and a modest fleet of U30Cs and U33Cs that showed up from time to time.

By the 1970s, the "little stuff" was essentially gone from the *Streaks*, and the trains were handled by six-motors.

The SP system tried eight GP40s on the Cotton Belt in 1966, but the units were for all practical purposes "orphans" as the six-motor tide swept in. The system did another flip-flop on motive power in the 1980s, however, by going back to high-horsepower four-motor units in the form of GP40-2s and B30-7s. These worked so well in comparison to the fuel-hungry '45s, that the SP continued to purchase four-motors like GP60s, B39-8s and Dash-8 40Bs and even rebuilt GP40s.

For those with a sense of history it was true "poetic justice" to see the *Blue Streak* fleet of the late 1980s headed by units with a large "SSW" on their nose.

Rolling on the Rock

Since the beginning of its transcontinental runs SP had suffered from a circuitous route which meandered down to the Mexican border on its way to L.A. As early as 1962 the SP had discussed joint operation of the MP's Dallas to Sierra Blanca line, but the enormous cost of upgrading sidings and installing CTC to handle increased traffic levels had always been a sticking point between the two roads. Finally in 1978, SP's Chief Executive Ben Biaggini was able to complete a deal that had been 18 years in the making: the purchase of the Rock Island Golden State Route. This line, though completely dilapidated at the time of SP's purchase (for a now ridiculously low price of $57 million), would give the SP-SSW a competitive route distance-wise. Whereas the Sunset Route through San Antonio was 2451 miles long, the mileage via Tucumcari was only 2023 (or 428 miles shorter). Actual inauguration of a new 51-hour schedule for the *Blue Streak Merchandise Forwarder* would not occur until Friday January 7, 1983, after SP had spent another $97 million on track rehabilitation and had, as a part of the UP-MP merger, gained trackage rights over the ex-MP line between St. Louis and Kansas City.

Meanwhile, back in Memphis

Due to Eastern rail mergers (Conrail, CSX, Norfolk Southern) the importance of St. Louis as a gateway for transcontinental traffic diminished in the 1980s in relation to Kansas City, Memphis and New Orleans. Thus, today the bulk of K.C.-to-L.A. intermodal service is carried on specially designated sprint trains, with the BSMFF carrying GM parts and U.S. Postal Service traffic. However, on the original Cotton Belt and Sunset Routes the *Memphis BSM* continues to carry on the grand traditions begun by the SSW over 60 years ago.

DARK BLUE AND GOLD MPI lease units are leading a northbound empty coal train from the Coleta Creek power plant that is heading for Fort Worth and a BN connection back to the Wyoming coalfields. The meet is at Gude Siding south of Corsicana. Not far from here, the 8062's speedometer (**left**) was showing a steady 65 m.p.h. while the ammeter indicated 575 amps in dynamic brakes.

Where Pine Bluff was a major staging yard for connecting traffic which served the *Streak* fleet out of East St. Louis, in recent years Kirby Yard in San Antonio has become the hub for a family of *Memphis Blue Streaks*. For example, until recently all Long Beach double-stacks on the MBSM were transferred to an MFLBT which originated at Kirby. This train now runs out of Memphis as MFLXF and picks up other Long Beach intermodal traffic at Kirby which has been brought in by sprint trains from Dallas, Houston and Victoria. During heavy traffic days a *Second MBSMF* originates at Kirby Yard, carrying El Paso and Tucson-Phoenix cars and overflow L.A. traffic from the MBSMF.

Gettin' on at Tyler

My ride on MBSMF from Tyler to Del Rio would give me an opportunity to observe the way in which numerous elements of a railroad (rolling stock, roadbed, communications and crews) interact to move expedited West Coast intermodal traffic. The trip took place on Saturday, September 8, 1990, only three weeks short of the 59th anniversary of the first *Blue Streak* from St. Louis.

Arriving in Tyler on Friday afternoon, I checked with the yard clerk who suggested that I call about 5:30 the next morning to get a firm estimate of the MBSM's arrival time. This I did and was told to be at the yard office about 7:45 a.m. Upon arrival I met the trainmaster who would be riding to Hearne and signed a legal waiver.

BLUE STREAK
COTTON BELT ROUTE
FAST FREIGHT

At trackside I chatted with the new crew members, who were interested in the reasons why there would be three extra people in the cab. Soon, airhorn blasts for a crossing at the east end of the yard heralded the MBSM's appearance, which occurred at 8:44 a.m. as five units, led by a new SSW-lettered GE unit, eased to a stop. The MB was running about 45 minutes behind schedule because of a stop in Arkansas for a "dynamiter" (a car whose brakes go into emergency during a routine air brake application).

The official designation for this train is "1-MBSMF-7," or the first section of MBSMF originating on the seventh day of the month. It had begun life the previous evening, leaving Memphis at 7:30 behind Dash-8 40B 8061 and SD45T-2 6802, which provided 4.5 horsepower per ton for the 2986-ton consist (the 27 loads were mostly articulated double-stack cars or 89-foot piggyback flats). It had arrived in Pine Bluff at 12:13 a.m. and left at 1:19 behind five new units

THE IMPRESSIVE POWER SET being overtaken at Seger Siding three miles north of Hearn is actually a six-unit-and-a-slug light engine move in the clear for the MBSM. A few minutes later, MBSM (**opposite**) is about to hammer the ex-MoPac diamond at Hearn and take the "New Main" bypass to meet Amtrak 522, the Houston-Dallas *Eagle*.

(Dash-8 40B 8062, GP60 9657, SD40T-2 8323, SD45T-2 7432 and GP40-2 7245). These five diesels produced 3.7 horsepower per ton for 38 loads (4739 tons) which included eleven five-platform double-stack cars and 24 long TOFC flats. These extra-long cars stretched the length to 5776 feet.

It took only five minutes at Tyler for the crew change. I decided to start my ride in the lead unit and hoped there would be an opportunity to move back to the second unit later so as to shoot from a different location. Incidentally, although cab rides are interesting, one is limited severely in the number of possible photo angles. Compounding the problem is the need to step over and around the crew in the lead unit (which is lessened when riding a trailing unit).

After leaving the Tyler yard our speed is kept to a crawl as the old Cotton Belt main line meanders through the western suburbs of town, but after 20 minutes we are beginning to reach open country and get up to 60 m.p.h.

The term "open country" means two different things in Texas. Around Tyler (and throughout the eastern third of the Lone Star State) the countryside is covered with thick forests and lush agricultural fields. Tall trees crowd the right-of-way, and the visibility is often a mile or less. The tracks cross numerous streams and small rivers, and there are long sections of track built on fill. However, west of San Antonio one notes a marked change as we shall see later. Forty-two miles after leaving Tyler we have our first meet, speeding past LAMFF (L.A. to Memphis) in Dauphin siding at 9:44 a.m. This short Saturday

edition of the intermodal hotshot is led by one of the SP's 15 B23-7s (5107) and five other units. As we approach the end of CTC at Kerens the crew must obtain track authority from the dispatching center in Houston. The engineer soon receives clearance to operate 14 miles into Corsicana and then another 24 miles south to Gude siding.

Direct Traffic Control

The SP's version of track warrant dispatching is known as Direct Traffic Control and was devised in 1980 by ex-dispatcher (now general manager) Art Henson. It divides the road into blocks 20 to 30 miles long and allows dispatchers to grant block authority by radio. As the train passes from one block to another, the crew formally "releases" their previous block after obtaining new authority. In common with other systems, it replaces the written train order of past years with oral communication between dispatcher and crew. To speed the passage of cabooseless trains into and out of passing tracks, the SP makes extensive use of spring switches.

As far as the *Blue Streaks* are concerned, Corsicana marks the end of Cotton Belt rails and the beginning of SP trackage. Actually, the SP line was originally the main stem of the Houston & Texas Central Railroad between Houston, Dallas and Denison. Completion of the H&TC line, which connected with the Katy at Denison, produced the nation's first north-south transcontinental rail line in 1873 (four years after the Golden Spike ceremony at Promontory Summit). East-west SP hotshots use the ex-H&TC line for 86 miles to Hearne.

Although our speed on the ex-Cotton Belt main line has been a respectable 65 m.p.h. most of the time, the engineer anticipates being able to notch up to 70 between Corsicana and Hearne since the line is virtually level and contains long stretches of tangent track. However, this is not to be, for as we approach the interlocked BN crossing in Corsicana (ex-Joint Line from Dallas to Houston owned by the Rock Island and FW&D), everyone in the cab is surprised to see that the dispatcher has let a set of seven light units onto the main line in front of us. Although the dispatcher probably thought that the light movement could cruise comfortably ahead of us, we end up watching his yellow blocks blink to green all the way to Seger siding (two miles north of Hearne).

At Gude siding we make our second meet, a northbound empty coal train headed by MPI 9007 (former SP SD45 8968) and two other dark blue SD40s rebuilt by Morrison-Knudsen and leased by its subsidiary Motive Power International. The train is en route from the Coleto Creek power plant near Vic-

toria to Ft. Worth (and then the Burlington Northern). Hence, it carries the symbol CCFWC.

After the meet we get track authority to Bremond where CTC begins again. As we speed toward Hearne there begins some conversation in the cab about where we will meet 522, the northbound Amtrak *Eagle* connection from Houston to Dallas. Our engineer is hoping that the dispatcher will either hold 522 at Hearne or set up a running meet in which we stay on the main and let the short passenger train ease slowly past us on the siding. However, we receive no information from the control center until we are approaching Seger and learn that the three-car train of Superliners is in the clear near the old Hearne station which stands on the southwest corner of the SP-UP crossing and once served both the H&TC and the International & Great Northern (later MP).

After thumping across the diamond at Hearne we veer to the right on a recently created bypass track called the "new" main line which allows through trains to loop around the yard. We ease to a stop at the south end of the yard to allow the Tyler-based trainmaster to depart. He is replaced by a road foreman of engines out of San Antonio. I decide to move back to the second unit (a GP60) in order to shoot from different angles. After a five minute stop we are moving again at 12:35 p.m. and quickly turn

westward out of the yard onto the Dalsa Cutoff (an acronym for Dallas-San Antonio). Prior to its acquisition in 1915, SP trains between Hearne and San Antonio had to detour through Houston (an extra 140 miles).

High temperature / low speed

Normally the Dalsa is a "fast track," but today our delay-plagued schedule continues to be assaulted by bad luck. In Texas, summer comes early and stays late, and when you expose welded rail to a hot (95°) September day, you have the possibility of a "heat kink" due to thermal expansion of the quarter-mile ribbons of steel. As we approached Hearne we had been given a "heat order" which restricted our speed to 40 m.p.h. between Hearne and Giddings (59 miles).

At Giddings we head onto trackage of another early Texas road, the San Antonio & Aransas Pass (or SAP line) whose Waco Division included the trackage between Flatonia and Giddings. The early vintage of this line is evident in the numerous grades and reverse curves which lead across a summit south of Giddings and down into the valley of the Colorado River. A similar track layout exists south of the river. Back on relatively level topography at Muldoon siding, we flash past a single GP60 which is heading up the northbound DONTA (Dolores-North Texas Autos), a sprint train of 15 auto racks, four covered hoppers of chemicals and a boxcar. A few minutes later the dynamic brakes begin to slow MBSM for a 10 m.p.h. curve at Flatonia's Tower 3, where our train joins the Sunset Route.

After almost 20 hours on the road, following a generally southwestward course from its origin, the *Memphis Blue Streak* is now heading directly into the afternoon sun. For the next 710 miles (all the way to El Paso) the MB will be traversing the original route of the Galveston, Harrisburg & San Antonio Railroad. (The town of Harrisburg, incidentally, was later swallowed up by Houston, county seat of Harris County). It was the GH&SA which served as C.P. Huntington's corporate vehicle in the race with Jay Gould's Texas & Pacific to build the first southern transcontinental route through El Paso. The desolate junction at Sierra Blanca (92 miles east

ENTERING KIRBY YARD in San Antonio, the MBSM will meet the WCHOM behind the 8504 at the fuel rack immediately ahead, while an SW1500 works nearby. After dropping its two rear units and having its consist shuffled and reduced (**below**), the late-running MBSM becomes the Second MBSMF after 45 minutes of work in Kirby.

of El Paso), where the T&P ends, is a permanent reminder of that famous part of Western railroad history.

After passing Flatonia we have to observe another heat order for 33 miles to Luling, which puts us into Kirby at 4:55 p.m., about 75 minutes behind schedule (recall that we were 45 minutes late leaving Tyler). Knowing in advance that his ride from Pine Bluff to San Antonio would consume twelve to 14 hours, author Frailey had made plans to stay overnight in San Antonio and catch the next afternoon's MBSM to El Paso. However, since my ride was shorter I'd be staying on board through one more crew district (176 miles to Del Rio).

Second Section at San Antonio

Because of our schedule delays, the MBSMF2 out of San Antonio has already departed for El Paso when we arrive. However, that doesn't diminish the need for Kirby terminal crews to get 1MB out of town pronto. Quickly our five units are pulled off to a service track while switch engines begin to work either end of the consist put together in Memphis and Pine Bluff. All but two of the double-stack cars from the front are shoved onto the Second Section (2MBSMF), and other changes are made at the rear, giving us a 3666-ton consist. The last two diesels from Pine Bluff (SD45 7432 and GP40-2 7245) are dropped, leaving us with only three units and a horsepower per ton ratio of 2.9 as we pull out of Kirby at 5:40 p.m.

We move slowly downhill toward East Yard, SP's original classification yard with its nearby engine maintenance facility (no longer an SP property). Threading our way through San Antonio we pass two eastbounds, a Houston-bound manifest at the east end of East Yard and an Eagle Pass to East St. Louis sprint train (with Mexico interchange) on the double track between East Yard and the Amtrak station. Waiting at the station is a pair of blue and silver F7s and the ten-car stainless steel consist of the *Texan* dinner train, which formerly ran on SP rails 50 miles west to Hondo. Unfortunately this train no longer operates.

A DEFUNCT DINNER TRAIN with Texas Southern's ex-U.S. Steel F7s is parked in the San Antonio passenger station as the 2-MBSMF heads west through town. With his train hanging on dynamics on the four-mile 0.9% hill west of Dunlay (**below**), the engineer vacated his seat long enough for Parker to shoot this view through his window.

Soon we roll past UP's South San Antonio yard which is adjacent to Kelly Air Force Base and its stable of giant C5A military transport planes (soon to be used extensively in the Desert Storm campaign).

The last lap

Later we are able to build our speed up to 60 m.p.h., but the engineer grumbles about needing another unit to hold the MBSM at 70. He notes that, "Some trains are good rollers. This one just doesn't want to roll today."

DARKNESS AT DEL RIO finds the 2-MBSMF making a five-minute crew change at 9:30 p.m. Here the fireman climbs aboard the 8062 for the run westward to Sanderson.

As we pass Dunlay siding (40 miles out of Kirby) I ask the engineer if he minds if I stand behind his seat and shoot through the rear window as the silver consist coils around a broad curve and down a 1% grade into a broad valley. He replies, "No, but I'll do even better if you'd like. I'll set up the dynamics (to hold our speed around 45) and get a drink of water. You can sit here a few minutes and lean out the side window for your photos."

That is, as they say, an offer I can't refuse.

The descent provides a vivid reminder of the way the topography and vegetation have changed from lush forests and rolling terrain filled with towns and farms (east of San Antonio) to a semi-arid, limestone landscape dotted with scrub growth where one's visibility extends 20 to 30 miles. We are heading into West Texas, which natives often describe as "miles and miles of miles and miles." This part of the Lone Star State represents one of the most sparsely populated regions of the "Lower 48." In earlier eras the SP had to keep a small army of track crews and telegraphers in isolated settlements along the 600-mile expanse between San Antonio and El Paso.

By the time we pass Sabinal (77 miles west of Kirby), darkness is upon us, but rolling on a nearly level, tangent railroad, our speed is holding about 70, and the miles are melting away as the headlight beam continually punches a hole in the surrounding darkness.

However, after passing Uvalde we began to see thunderstorms developing to the west, caused by the same fierce daytime heating which had led to our earlier heat kink restrictions. At Spofford we slip past the branch leading to the border town of Eagle Pass, which has recently become one of SP's primary interchange points for traffic to and from Monterrey and Saltillo, Mexico.

As far as the schedule is concerned, everything is going fine on the run out of Kirby, and it appears that we will be at the Del Rio depot by 9:15 p.m. But as we pass Amanda siding the dispatcher notifies us that he is going to let an L.A. to Dallas train, the LANTA, out of Del Rio before we arrive. Thus we will have to pass him at Johnstone (eight miles east of town).

Our trainmaster is none too happy with this decision for two reasons. First, he had planned to head directly back to Kirby on the LANTA so he could get to sleep before it got too late. Moreover, he complains, "This is Saturday night, and that Dallas train doesn't have to unload those autos before Monday morning. There's no need for him to be in a hurry. I ought to report this to Houston as a unnecessary delay of MBSM."

We are soon slowing for the meet and finally grind to a halt on the main at the west end of the siding. In about five minutes the LANTA heads into the passing track, and we are soon moving again. Fortunately, the delay has added only about 15 minutes to our time, and we are able to slide to a stop at Del Rio at 9:30.

Quickly the crews exchange places. Once on the ground, I find my legs to be rather wobbly after a full day of riding but manage to fire off the flash unit on a couple of "grab shots" of the new crew boarding. Within five minutes the brakes are released and the engineer is blowing for a street crossing near the yard office.

The battle against time

Except for a half-hour at Kirby, I have been in the cab for twelve hours and 45 minutes (is there a "Hog Law" for photographers?), have covered 520 miles of railroad and am bone weary and very hungry. But it has been an exhilarating and unforgettable experience which reminds me once again that contemporary transcontinental railroading comes down to a basic confrontation, a battle actually. Rolling stock, roadbed, terminal personnel, train crews and dispatchers, all united against a common enemy: time. If trains cannot deliver goods on a schedule competitive with other modes of transportation, they will cease to operate. My observations on this warm September day have allowed me to see up close what it is like when that battle against time is joined.

The usual schedule has been battered by Mother Nature and by equipment problems, but those three sections of the *Memphis Blue* are still boring through the stormy Texas night toward their West Coast destinations. And what's more, there will be ample opportunity between Del Rio and Indio for some crafty engineers to make up part of that lost time.

BLUE STREAK
COTTON BELT ROUTE
FAST FREIGHT

MBTA's Ashmont to Mattapan M-Line

Boston's Last PCCs

by Alfred Barten

The upcoming year 1993 marks the 52nd anniversary of regular PCC car operation in Boston. It could be one of the last. When the new low-floor Type 8 cars arrive in late 1994 or early '95, the twelve remaining active PCCs on Boston's high-speed line between Ashmont and Mattapan are due to be retired. Replacing them will likely be mid-1970s vintage Boeing-Vertol light rail vehicles (LRVs). The move will require conversion of Boston's last trolley-pole overhead system to catenary for use with the LRVs' pantographs.

The PCC car

The retirement will close another chapter in the long history of America's most significant class of streetcars. First produced in 1936, the PCC car was named after its creator, the Electric Railway Presidents' Conference Committee of the American Electric Railway Association. The Committee drew support from all sectors of the street railway industry and employed America's best research and manufacturing acumen in an all-out effort to redesign the streetcar from the ground up. Its goal was nothing less than to produce the most advanced streetcar possible. A streetcar that would singlehandedly revitalize the dying industry. The car was to be quick, responsive, quiet, attractive and comfortable. And it was to be made affordable by standardizing design for mass production and incorporating energy efficient operating components, yet versatile enough in construction to permit design variations that would accommodate specific needs of street railway operators across the country.

Six years in the works, the car was a brilliant technological achievement and remains a testament to what an industry working together with a common cause can achieve. But it could not overcome America's love affair with the automobile, especially in the post-World War II era of nationwide highway expansion. By the late 1950s, most American cities had replaced streetcars with buses, and the larger cities dreamed of building modern underground rapid transit systems as well. PCC technol-

INBOUND PCC CAR 3230 loads passengers at the Milton Station stop on September 24, 1990. The M-Line, the last Boston route to use PCCs, is an extension of the Red line subway.

PHOTOGRAPHY ALFRED BARTEN, EXCEPT AS NOTED

ogy, all but forgotten in America, found new life in post-War Europe, where it continued to develop.

Still, the PCC's popularity with the riding public and its ability to hold its own in city traffic helped keep trolley operations alive in places with strong riding traditions like Boston, Toronto, Philadelphia, Pittsburgh and San Francisco; The Hague; many Eastern Block cities and elsewhere. When the cost of building new underground metros proved exorbitant and the widespread substitution of buses for streetcars failed to entice the driving public from their cars, which were literally choking traffic and pedestrians alike, the streetcar reappeared as today's LRV. With renewed interest in streetcars touching off the second round of "trolley fever" — a century after the original — the PCC car can be seen as the link that kept streetcar operation alive through the dark years.

The isolated M-Line

In Boston, PCCs once dominated the city's very high ridership routes, which typically ran through the downtown transit tunnels. Today the PCCs are limited to a unique 2.61-mile section of private right-of-way converted to transit operation in the late 1920s from part of a New Haven Railroad commuter line. The section, known as the high-speed line, or the M-Line, stands isolated from the Massachusetts Bay Transportation Authority's other light rail lines, an orphan from an earlier time. It appears tacked on to one end of the MBTA's Red Line third rail rapid transit division and functions as a feeder to that line for commuters to and from Boston. At least in name, the M-Line is officially part of the Red Line. But its cars, once painted red and white to match the designation, are now green and white, tying them to the MBTA's light rail division, the Green Line. For major repair, the cars must be trucked to light rail facilities at Watertown.

Like the PCCs, the M-Line and the communities it serves are rich in history. Milton has roots in water-powered industry and is home of The Walter Baker Chocolate Company; Dorchester, now urban, was a turn-of-the-century Boston streetcar suburb.

From one point on the line a rider has a view of dense coastal marshes, the scene of an August 1991 manhunt for a bank robbery suspect. The hunt ended when police, using low-flying helicopters, a police boat and trained dogs, found the man lying in the swampy marsh, covered by reeds. Several officers likened the place to "the jungles of Vietnam."

Old Colony heritage

Part of the M-Line was built in 1847 by the Dorchester & Milton Branch Railroad, a construction subsidiary of the Old Colony Railroad. It was a single track line that left the Old Colony's Boston main line at Neponset and ran through Milton Lower Mills (now Milton station) to Milton Upper Mills (now Mattapan). Upon completion, the line was leased to the Old Colony, which operated it and provided the necessary equipment. Five years earlier, in 1842, the residents of Dorchester had strongly opposed the possible routing of the Old Colony main line through their town. They thought its construction would be an "incalculable evil to the town generally" and demanded that if it must be built, it should run through the marshes "where it would inconvenience nobody." Besides, what better means of travel could one want than that afforded by the Neponset River or the adjacent ocean, one letter writer to the newspaper wanted to know. But once built, the Old Colony's convenience was much appre-

ciated, and before long the branch to Mattapan (a part of Dorchester) became a "necessity."

In October 1872, the Old Colony assumed full ownership of the Dorchester & Milton Branch and in December opened the Shawmut Branch. This second line, built by another construction subsidiary of the Old Colony, the Shawmut Railroad Company, connected with the main line at Harrison Square, closer to Boston than Neponset. The double-tracked line ran through Dorchester, Fields Corner, Ashmont and Cedar Grove. It connected with the Dorchester & Milton Branch just east of the present Butler Street station. In 1893 the New Haven Railroad took over the Old Colony by lease.

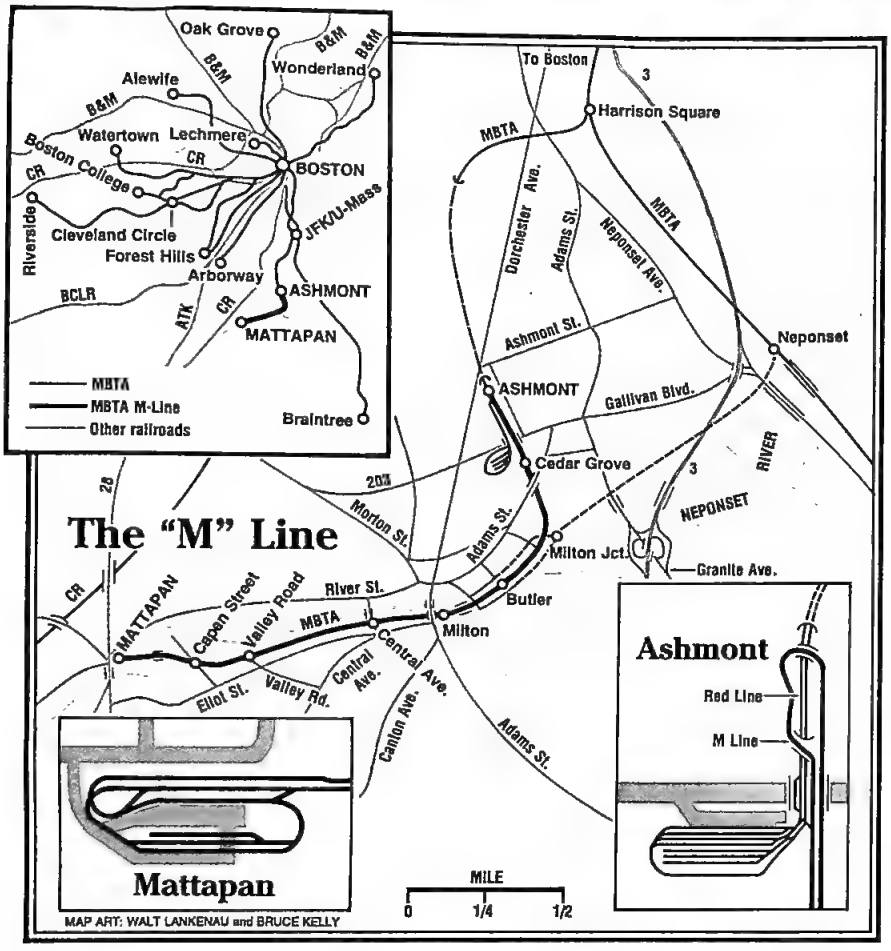
The Mattapan-to-Old Colony main line route that included the Shawmut Branch quickly became the preferred route for passenger service — it was shorter and linked more communities than the older route through Neponset. It remains today as the M-Line and its connecting Red Line rapid transit branch. The Neponset end of the Milton branch continued to serve freight and local passenger traffic. It was used until recently by Conrail for switching freight to local industries but is now abandoned.

From the time Henry M. Whitney consolidated the various horse car companies serving Boston into the giant West End Street Railway Company in 1887, the city's transit systems have had, with minor exception, singular ownership. In 1897, the Boston Elevated Railway Company took possession of the West End on a 25-year lease. In 1918 the El, which had fallen on hard times, was reorganized under control of five governor-appointed trustees. In the several years that followed, the Boston Transit Department, a part of the City of Boston's Administrative structure, and the El studied possibilities for converting some New Haven Railroad commuter lines to rapid transit.

One proposal included the Shawmut-Milton Branch to Mattapan. The scheme was to connect the northern end of the Shawmut Branch with the Cambridge Subway rapid transit system (now Red Line) at the subway's southeastern end in the Dorchester Tunnel at Andrew Square. The southern end of the Shawmut-Milton Branch was to be extended west to the Midland Division of the New Haven, which also ran to Boston. Retaining its name from the Midland Railroad that once ran there, this route passed through various ownerships, including the Boston, Hartford & Erie Railroad, later the New York & New England Railroad and subsequently part of the New Haven. Under the 1920s proposal, connection to the Midland Division and conversion to third rail operation would enable a

ON FEBRUARY 16, 1940, Type 4 semi-convertible 5196 (left), a 1911 Laconia, was meeting inbound Type 4A 5241, a 1911 Osgood Bradley, at Cedar Grove. Ancther 4A, 5260 (**below**), was at Butler on May 21, 1938, alongside New Haven's K1b 2-6-0 479. The September 1991 scene looking westward at Butler (**opposite**) shows inbound 3087 on the Neponset River bridge with one of the Walter Baker Chocolate buildings at right.

TWO PHOTOS CHARLIE DUNCAN, COURTESY OF AL SILLOWAY



rapid transit loop from Boston to Mattapan to Boston with trains operating circumferentially in both directions.

In 1923 the legislature authorized the Boston Transit Commission to acquire from the New Haven the necessary right of way from Andrew Square to Mattapan, for the purpose of converting that section to third rail rapid transit. Financial restraints had tabled the hoped-for extension to the Midland Division and would force the decision to operate trolleys temporarily between Fields Corner and Mattapan until third rail conversion could be managed. During construction the trolley portion was shortened to its present length of Ashmont to Mattapan.

Construction of the double-tracked rapid transit extension and high-speed trolley lines and related terminals and station improvements took place from 1924 through 1929. An all-new facility was created at Ashmont providing parallel platforms for third rail rapid transit, trolleys and buses under one roof. Elevated crosswalks provided access from any one platform to another, while direct interchange from one mode to another could often be accomplished at platform level.

At Mattapan the New Haven yard was torn up and replaced by a turning loop for cars on the high-speed line and storage tracks and loops for cars from the street lines that operated through adjoining Mattapan Square. The New Haven's old stone station, dating from 1901, was abandoned in favor of a new covered terminal that provided interchange between streetcars and buses. The new station remains in use, while the old stone one is now a Papa Gino's restaurant.

Service began piecemeal as portions of the line were completed. In 1928, the Shawmut Branch portion of the high-speed line opened, and in December 1929 the entire line opened, only months after the October stock market collapse.

The Boston PCCs

In this same December a significant street railway event took place. A group of transit industry executives met in Chicago to address the crisis facing the street railways. Their solution was to form the Electric Railway Presidents' Conference Committee (ERPCC), entrusted with developing the modern streetcar — the PCC — they hoped would save the industry. Hearing news of the event, Boston Elevated's General Manager Edward Dana joined the group in early 1930 and was chosen to sit on the executive committee. Another Boston El representative, John Lindall of the Rolling Stock & Shops Department, and creator of the line's famous articulated cars nearly two decades earlier, sat on the ERPCC's Equipment Advisory Committee.

Thus involved, Boston eventually became one of the first cities in the world to acquire and operate a PCC car, adding a single car for experimental purposes to the historic first PCC order placed with the St. Louis Car Company in 1936 by the Brooklyn & Queens Transit Corporation. Delivery of the Boston car, numbered 3001 and soon after christened "*Queen Mary*," was made in May of 1937. After a period of testing on the then-extensive Boston streetcar system, the *Queen Mary* was placed in service on July 24.

Boston El management was impressed with the car's performance and the potential savings in operating costs it offered. In 1940, after much discussion, the El finally ordered 20 PCCs from the Pullman-Standard Company. Delivery was made in 1941. This was the first of a series of orders over the next eleven years that would total 320 cars, numbered 3002 through 3271. All were built by Pullman-Standard to Boston specifications. Typically, Boston specs called for a normal single-end 46-foot body with the center door positioned one window bay further to the rear, and an additional center door on the off-side, located opposite the normal center door position. The arrangement was made to accommodate the Boston tunnels, where platforms require a car to load and unload from either side.

Most Boston PCCs, classed as Wartime MU, had the above body configuration, were equipped with air-operated drum brakes and multiple-unit (m.u.) control for operation in trains and were easily distinguished by their inward sloping two-part windshields with the outer, upper corner of each part truncated. Three groups, besides *Queen Mary*, had exceptions.

The Tremont, or Prewar, class (built in 1941), cars 3002 through 3021, had no multiple-unit control until added in 1958 and had an early (flush) two-part windshield design shared by the *Queen Mary*.

The All-Electric class (built in 1946), cars 3197 through 3221, had a 45′-5″ single-end body with standee windows and asymmetrical windshields in which the passenger side windshield had a more pronounced in-curving edge than that of the driver's side. The cars did not originally have air brakes or multiple-unit control, though m.u. was added later.

The Picture Window class (built in 1951), cars 3272 through 3321, were the only postwar cars on the system. They had 8′-8″ wide bodies instead of the standard 8′-4″, had wider (picture) windows and more pronounced windshield

slope/upper edge recess and more vertical truncation than the Wartime cars. They also sported the latest GE model 1243 motors.

A fourth group, known as the ex-Dallas class (built in 1945), cars numbered 3322 through 3346, was purchased from the Dallas Transit Company in 1958 when that system ceased trolley operations. The cars were double-ended with doors on both sides at both ends but had no center doors or multiple-unit control. Their windshields were similar to the Prewar class cars.

The *Queen Mary*, bug-ridden and lacking off-side doors, was the only Boston PCC never to operate in the city's streetcar tunnels. The car left regular service in 1950 when the all-surface line between Watertown and Cambridge it was operating on was converted to bus operation. In 1953 the *Queen Mary* was scrapped.

Because PCCs excelled in their intended role of working effectively in traffic, M-Line riders didn't get to enjoy the riding qualities of these cars until 1955, after conversion of many street lines to diesel or electric bus operation made them available. In the early years of the M-Line, venerable Type 4 semi-convertibles of 1911-1914 origin handled the service. With loops at both the Ashmont and Mattapan terminals, these cars were well suited for hauling trailers and did so during rush hours. Trailer operation, however, was terminated on the line in 1935. In 1949, when the Type 4s were finally being retired, Type 5 lightweights from 1922-'23 days were substituted. By late December 1955, twelve PCCs dominated service on the line, with a handful of Type 5s helping out during rush hours.

In the following years, M-Line watchers witnessed a musical chair series of assignments: from April 1, 1956, All-Electrics and a few Type 5s; from September 9, 1958, all All-Electrics; from April 1960, all ex-Dallas cars; from July 1966, all All-Electrics; from November,1960, All-Electrics and ex-Dallas cars; from May 1978, ex-Dallas green-painted cars to go along with the red-painted cars and a single orange-painted one; from January 16, 1982, all rebuilt Wartime cars; from June 1985, all Picture Window cars; and from December 17, 1985, all rebuilt Wartime cars — the current roster.

Exploring the M-Line

The M-Line serves communities in two distinctly different townships and counties joined along the Neponset River. At each end, the line is in Dorchester, a part of Suffolk County, and for most of the in-between portion is in Milton, a part of Norfolk County. Dorchester, with arterial streets from turn-of-the-century streetcar suburb days, is more urban in character and less affluent.

Much of the line is set in a park-like setting now that trees and shrubs have grown in. The Neponset River is the dominant contributor to the line's other features: old mills and a mill pond and dam near Milton station, and the marshy Neponset River Reservation area near Milton Junction. Unrelated to the river is Cedar Grove Cemetery through which the line runs.

CAPEN STREET STATION has one of only two grade crossings on the M-Line; the inbound 3222 was photographed on September 24, 1991. The Ashmont Station (**top**) is an impressive facility; PCC 3234 was passing beneath the new walkway in August 1991.

Mattapan Terminal

Mattapan, the outbound terminus, was once the scene of busy streetcar traffic on Blue Hill Avenue, Cummins Highway and River Street, all connecting in Mattapan Square adjacent to the M-Line terminal. The station provides an interface with MBTA bus service and is open to the yard where off-duty trolleys and buses linger. A railed ramp in the yard enables trolleys to be loaded onto flatbed trailers for trucking to Green Line repair shops when necessary. (Running repair and light service are taken care of at Mattapan.)

A colorful fixture in the yard is aging Type 3 snow plow number 5164, painted bright orange. Just beyond the terminal, and bordering the square, is the former New Haven Railroad station built in 1901. This stone building is now a Papa Gino's restaurant.

Mattapan has fallen on hard times and is sometimes referred to as a "welfare community." Although the MBTA transit police maintain a presence there, visiting is best done in the daytime.

Ashmont Terminal

At the other end of the line is Ashmont terminal, adjacent to Peabody Square, another once-busy streetcar landmark formed by the convergence of Dorchester and Talbot Avenues. The terminal originally served a number of streetcar and bus routes as well as the high-speed and third rail rapid transit lines. Connecting streetcar, bus and high-speed lines all looped around the terminal, dropping off passengers for the rapid transit line at the inbound platform from a shared lane and then continuing to the other side of the terminal to pick up passengers from the outbound side via separate lanes. With trolley service reduced to the high-speed line, pick-up side tracks now serve only one platform instead of the original three and no longer connect to the street.

Ashmont is a busy location, evidently better off than Mattapan, and a neighborhood trying to hold on, as suggested by the many "Neighborhood Crime Watch" signs displayed along the side streets. A few blocks away, one can get a glimpse of the Codman Street yard where Red Line transit cars are stored and trains are turned for their return trip to Boston and Cambridge beyond. Visitors are quickly spotted by ever-watchful residents.

A track connection between the high-speed line and the Red Line along the tracks leading into Codman Street yard was made in 1956 when removal of rails from Blue Hill Avenue severed the high-speed line's direct connection to light rail service and repair facilities. For a while, PCCs were coupled to the end of rapid transit trains and towed three nights a week to and from the Elliot Square shops in Cambridge. Many a questioning glance was cast by onlookers from subway platforms when these "evening specials" passed by with a "diminutive" PCC in tow.

Cedar Grove Station

Cedar Grove is the first outbound stop from Ashmont. Its station is located in a quiet suburban setting on Fellsway Street which connects directly to the principal thoroughfare, Adams Street, on one end, and indirectly via Milton Street on the other. The neighborhood is an older one with closely spaced houses. It stretches out along the marshes to the shore and appears dominated by the Cedar Grove Cemetery through which the M-Line passes just beyond the station.

It is said that on cold, damp, foggy nights the ghost of a former cemetery superintendent can be seen trying to frighten the motormen. Story has it that he spent a lifetime making Cedar Grove Cemetery the most beautiful in the world and was devastated when the Old Colony pushed its Shawmut Branch steam road through in the 1870s.

Milton Junction

Continuing outbound, the tracks dip through Cedar Grove Cemetery, turn to the right and cross over the former right-of-way to Neponset at Milton Junction. They dip once more to grade for the run to Butler Street station. In the pre-transit days, the junction was at grade level. From the opposite direction, this flyover and simultaneous turn give the rider a modest roller coaster sensation unless the motorman is on best behavior. The spot also affords an attractive though brief glimpse of the "jungle" marshes of the Neponset River Reservation.

Butler Street Station

Butler Street station is the only exclusively center station on the line and can be reached from the intersection of Butler and Branchfield Streets on the north side, and from a half-block-long dead-end street off Bearse Avenue on the south. Both neighborhoods are quiet, suburban and tree-lined. Medway Street bridge, which crosses the line and links the two neighborhoods, offers good views of the line in both directions. Just outbound of the bridge, the line crosses over the Neponset River into Norfolk County and Milton.

OUTBOUND PCC 3087 is approaching Butler Street on September 24, 1991. The hump in the track is Milton Junction where it crosses over the Conrail branch from Neponset.

Between the Neponset River crossing and Milton station is a crossover which enabled rush hour extras (usually Type 5 lightweights) to shuttle between Ashmont and Milton station — a heavily used commuter stop frequented by South Shore residents.

This shuttle operation has not been used since the 1950s.

Milton Station

Formerly Milton Lower Mills, this section is dominated by The Walter Baker Chocolate factory, now open to the public as a historic restoration. Mill buildings, some unused, some converted to condominiums, and a mill

TWO KODACHROMES ALFRED BARTEN

PCC CAR 3262 from the 1945-'46 Pullman-Standard order, was outbound from Milton on October 16, 1987 -- autumn is a great time to photograph the Boston PCCs! The double-level Ashmont Terminal is a fascinating place, as demonstrated here as PCC 3234 on the M-Line departs on August 8, 1991, with the Red Line subway cars visible behind the fence. Bus lines connect here, too.

THREE KODACHROMES, ALFRED BARTEN

THE MATTAPAN TERMINAL is a traction classic, with the turning loop being used here by car 3254 on August 8, 1991. That same day, the 3265 and a companion PCC were in the nearby yard (**top**) with the bright orange Type 3 snow plow 5164. On September 24, 1991, PCC 3087 was outbound on the M-Line arriving at Milton Station.

pond and dam, are visible from Adams Street. The station is reached by stairs down from Adams Street and from a parking lot off Wharf Street.

From Adams Street to Central Avenue, the next stop, the line is paralleled by Eliot Street. Parking is available along Eliot Street, but views of the line are limited because the line runs below in a cut braced by a long retaining wall. Above, trees and fencing restrict access.

Central Avenue Station

Central Avenue is a busy street that crosses the tracks at grade. With build-

ings close to the right of way on one side and the river tight on the other, the grade crossing would be hard to eliminate without great expense. As such, it is a strong deterrent to upgrading the line to third rail operation.

Inbound of the crossing, one can see remnants of the freight tracks that paralleled the high-speed line to this point from Milton Junction.

Valley Road Station

Part of the M-Line's charm is its variety. Case in point is the Valley Road station, accessible at the end of a tree-lined walk in from Eliot Street near an intersection with Valley Road. A stairway at the walk's end leads down to the station.

Much of the M-Line is lined by trees and bushes that have grown unencumbered since steam days. This section in particular has a gardened appearance with no other structure besides the station visible in the summer. The adjoining neighborhood is quiet, older suburban with well kept and attractively landscaped houses.

Capen Street Station

Capen Street is the line's other grade crossing. The lightly used street deadends a block or so beyond the tracks toward the river. Like Valley Road Station, Capen Street station serves a quiet suburban neighborhood and has a tree-lined right-of-way. Not far beyond, the line crosses the Neponset once again and enters Mattapan and Suffolk County.

Streetcar headway

The M-Line has always operated as a transit line, with frequent service. Today, cars operate on headways of four minutes during rush hours, eight minutes during midday hours and on Saturdays, and eleven minutes in the evenings and on Sundays. A one-way trip takes seven or eight minutes. Fares are no longer collected. The service is in effect a free shuttle. Fares are collected, though, at Ashmont Terminal from passengers boarding Red Line rapid transit trains.

There are no signals on the system other than at Ashmont terminal where a simple traffic light controls the merging of trolleys and buses on the single inbound lane. A stop sign suffices where outbound trolleys cross over the incoming bus lane.

Photographing the M-Line

The MBTA has regulations prohibiting the taking of photographs from its property, including stations, vehicles and rights-of-way. Generally speaking, casual photography does not draw attention from transit police other than at busy locations such as Ashmont. The MBTA does, however, allow photography by permit, easily obtained by contacting the MBTA Department of Ridership & Marketing at Ten Park Plaza, Boston, MA 02216.

Riding the M-Line can be an enjoyable experience if done at non-peak times, such as midday. The near-empty, plainly furnished cars sway gently as they roll along, making little noise but the click of wheel on welded rail and the low hum of aging motors and gears. During rush hours the trip can be standing-room-only and less than enjoyable — especially when toting parcels or camera bags while standing. The PCC brakes, 60 years ago the object of intense research, now, on the aging Boston cars, are sharp. Hanging onto the stanchions or crossbars is a must if one wishes to remain upright during braking.

The future

Although few things in life are certain, the future of the M-Line as a light rail operation appears secure. In 1968, when the future of trolleys in Boston was very much in doubt, the MBTA proposed converting the high-speed line to third rail rapid transit, a fulfillment of the original plan. This was not to be. The residents of Milton, united and forceful, threatened court action to prevent it. At issue in the emotion-charged confrontation were difficult-to-change grade crossings at Central Avenue and Capen Street, and concern for noise that would adversely impact the quiet neighborhoods along Valley Road that closely border the line. So forceful was the opposition that to say conversion to third rail rapid transit is no longer an immediate threat would be an understatement.

In 1971, the MBTA (Boston El's successor after the Metropolitan Transit Authority) opened its South Shore extension on the Red Line from Savin Hill to Quincy. When opened, the new line drew a good many commuters away from the high-speed line. South Shore residents who formerly drove to Milton to commute via the high-speed line now had their own, more convenient line. This led to the MBTA's 1979 proposal to pave over the high-speed line and make it a private right-of-way for bus operation. The proposal was dropped, however, because the paved strip would have become an "attractive nuisance," offering golden opportunities for abuse by hot-rodders and dragsters.

Thus it appears that the MBTA has little option but to keep the line running as an isolated light rail operation appended to a rapid transit line. As one MBTA official remarked, "We're stuck with it." But for trolley fans, the opportunity to ride and photograph a unique, picturesque line will continue into the foreseeable future, even after the PCCs are gone.

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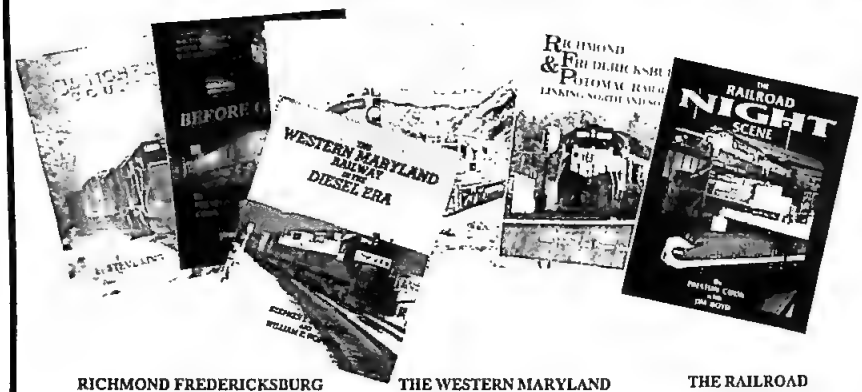
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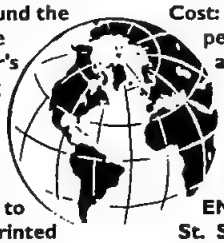

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The Steam Season

SANTA FE 4-8-4 3751 departed Los Angeles on August 30, 1992, with an "Employee Recognition Special" to attend Topeka Railroad Days over the Labor Day Weekend. Coupled behind the tender at Barstow (**left**) was the first of three Dash 8-40CWs, the 844 chosen with specific reference to UP's 4-8-4: "The 3751 and 844 are doubleheading..." livened up many a railfan phone conversation that week. (The other GEs were 842 and 840.) At Williams, Arizona, the Grand Canyon Railway posed 2-8-0 No.18 (**below**) as the 3751 passed overhead on August 31. After displaying in Topeka (along with but not close to UP 4-6-6-4 3985), the 3751 made a quick turn to Chicago, hammering past a semaphore at Milepost 31.3 on the Topeka Sub (**top**) at Lake View, Kansas, on September 8.

Railnews

Special

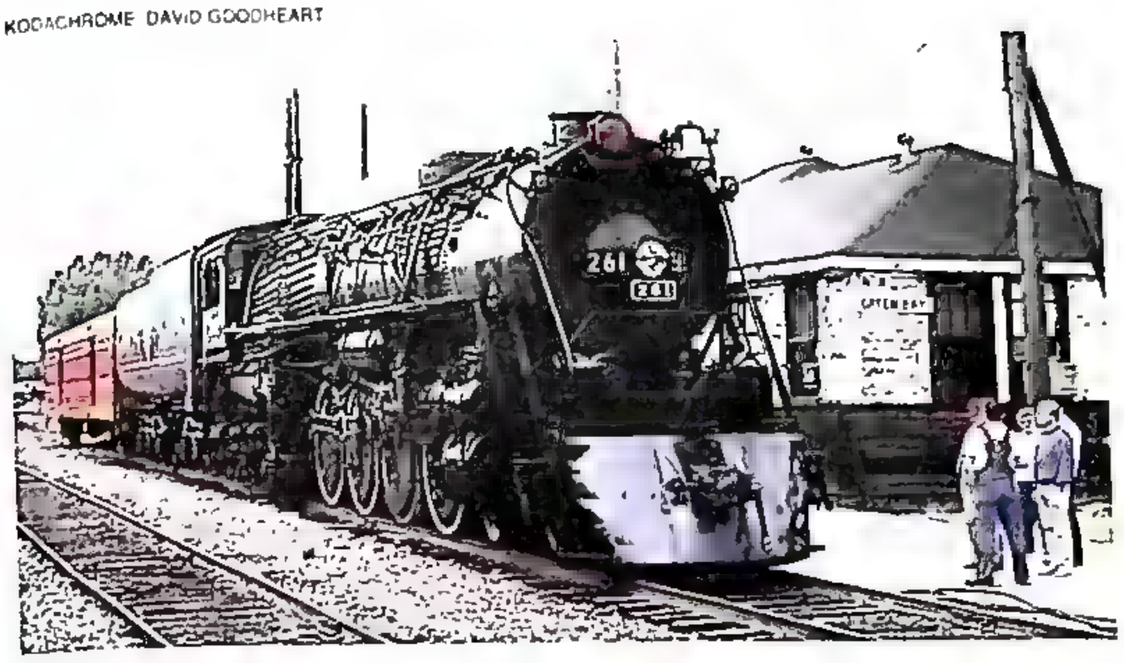
KODACHROME: STEVE BROWN

KODACHROME: HAL LEWIS

SOUTHERN PACIFIC steam put on some interesting performances as Mikado 786, restored by the Austin Steam Train Association, began operations in Texas on July 25 on the Austin & Northwestern. On August 22 (**above**) the T&NO 2-8-2 was rolling over Brushy Creek. After getting a good workout at the NRHS Convention, SP 4-6-2 2472 led the "*Pacific Shore Limited*" over Gaviota trestle (**left**) on September 13 en route from San Francisco to Los Angeles, where it would head back north with the "*Earth Train*." And up in Oregon, following display at the State Fair in Salem, *Daylight* 4449 and SP&S 4-8-4 700 doubleheaded for the first time with both under steam as they made their way back home to Portland on August 25, photographed (**below**) at Coalca.

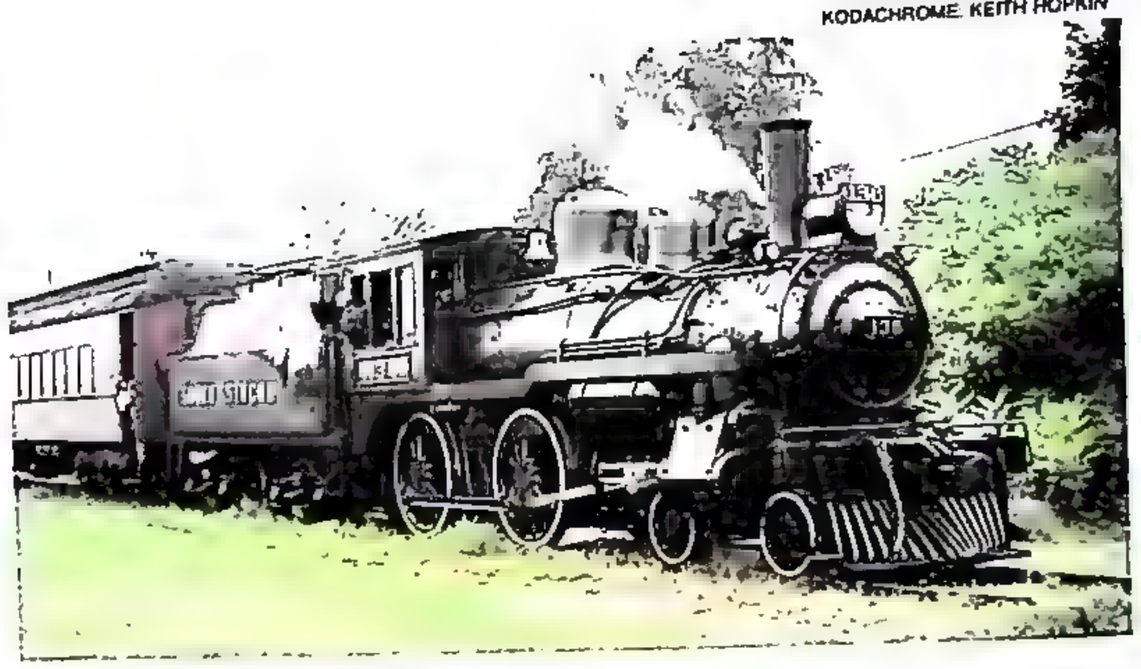
KODACHROME: NILS HJXTABLE

KODACHROME: DAVID GOODHEART



MILWAUKEE ROAD 4-8-4 261 gave a preview of things to come as it was being readied at Green Bay on September 19, 1992, for movement courtesy of the Wisconsin Central to a shop in the Twin Cities. The 261 is being overhauled by North Star Rail, Inc., which expects to have the 1944-built Alco ready for service by mid-1993.

KODACHROME: KEITH HOPKIN



THE SOUTH SIMCOE RAILWAY operated its first passenger train on September 6, 1992, on its four miles of ex-CN trackage between Tottenham and Beeton, Ontario (about 25 miles north of Toronto), after 21 years of effort by the former Ontario Rail Association. South Simcoe has ex-CPR 4-4-0 136 and 4-6-0 1057.

UNION PACIFIC 4-6-6-4 3985 made a long trek into Texas between August 7 and September 10 to visit the Republican National Convention in Houston on August 15-21. Numerous passenger excursions were operated en route, including a stop at the Topeka Railroad Days on September 4-7 on the return trip. Here on August 29, the 3985's fireman is sanding the flues after a stop at Terrell, Texas, on a Dallas to Longview run on the old Texas & Pacific, which obviously spent little money on cuts and fills, judging by that roller coaster profile. Incidentally, that smoke was not a problem, contrary to persistent rumors about the UP getting fined for smoke during the San Jose NRHS Convention. At San Jose, the operation of all locomotives was cleared in advance with the Air Quality Management District, who "couldn't have been more cooperative." The "grapevine," however, began to spread the story about the UP being fined, and railfans have been contacting legislators and public officials to complain about something that *did not happen* -- and this behavior is causing more potential trouble for future operations than any actual smoke violation would have!

KODACHROME: JIMMY BARLOW

KODACHROME J M BOYD / LIGHTING TOM KELCEC, MIKE DEL VECCHIO and BOB BAHRS

STEAMTOWN NATIONAL HISTORIC SITE put on its third annual "Photographer's Weekend" on September 18-20, which featured the return of CNR 2-8-2 3254 after a year in the shop and a night session on the recently completed turntable. Sunday saw 3254 and CPR 4-6-2 2317 doublehead on CP/D&H to Binghamton.

NORFOLK SOUTHERN has been handling most of its main line excursions in 1992 with N&W Class J 4-8-4 611. Following a National Guard Association Convention trip out of Roanoke, the 611 made a ferry move with a freight consist to Cincinnati, shown on September 12 (**below**) between Oakvale and Ingleside, W.Va.

KODACHROME- DAVID GOODHEART

BY JIM BOYD

1992 Cover One Contest Winners

Well, our fifth annual Cover One Contest topped 'em all for participation, with 1306 entries from 186 contributors (1180 slides, 51 color prints and one color negative). And the First Place winner deserves unusual credit for both quantity and quality: Les MacDonald of Conway, N.H., submitted no less than 80 slides and four prints — more than twice as many as any other contributor. Of those at least six were in the final 36. Sheer quantity was not the key to winning, however, for of the rest of the winners, most contributed four to six, with four submitting between 14 and 18.

And of those 36 finalists, all were absolute winners that would have made the cover "in regular service" had they been tied to a feature article (and buried in the contest entries was one Providence & Worcester fall color shot from Stephen D. Carlson that would have made last month's cover if we'd known it was there; it didn't place in the contest because it had problems with the "full bleed" rules but would have worked superbly with the inset on the November cover). The overall quality of the three dozen finalists was so high that the judging was a nit-picky as we've ever had to be, and some truly fine images got bumped for minor technical problems — like semaphores or signal heads that wouldn't quite line up behind the title banner. And after last year's winner with the Oakway and the semaphore, *the* most popular subject for 1992 was trains going by signals, particularly on the SP's Siskyou line (while there were three in the final 36, none made the winning cut, primarily for format reasons).

The judging of the contest was done by R&R editors Boyd, Del Vecchio and Kelly during the first week of September. If possible, we probably should have given two First Place winners, for the top two were batted back and forth among us for a couple of days before the final selection could be agreed upon — and there were some similarly rough decisions in the Runners-Up cuts. Last year's winner, Scott Snell, and this year's winner, Les MacDonald, both had multiple entries in the final 36. Bob Hart, Jr., and Jim Gunning repeated as Runner-Up winners from previous contests (Hart in 1988 and Gunning in 1991), and both Snell and MacDonald took Runner-Up spots.

Les MacDonald's shot of two GATX GP40s at Berlin, New Hampshire, on the St. Lawrence & Atlantic in April 1992 took First Place on the strength of its brilliant color (Fuji Velvia) and tight composition. It was an impressive photo of an intriguing and unusual subject. He also had a half dozen photos of action on the Conway Scenic Rail Road with the ex-CNR 0-6-0 and B&M F7 that were among the semi-finalists, and all were so good that we had a hard time selecting the one of the B&M F7 and yard limit sign as a Runner-Up (to have as many winners as possible, we limit any individual to only one Runner-Up, regardless of how many he or she has in the semi-finals).

Running a very close second (page 97) was our Second Place winner of a Chicago Central & Pacific GP10 and companions on local No.70 urging a heavy grain consist into motion at "Lake Ole" switch at the east end of the yard in Fort Dodge, Iowa, on June 18, 1988, heading home to Waterloo. It was photographed by Dale L. Hearn of Fort Dodge on Kodachrome 200. Both Dale Hearn and Les MacDonald are featured in this month's WE'D LIKE YOU TO MEET....

This year's Runners-Up are all shown on page 98. Last year's First Place winner, Scott Snell of Scotch Plains, New Jersey, had three

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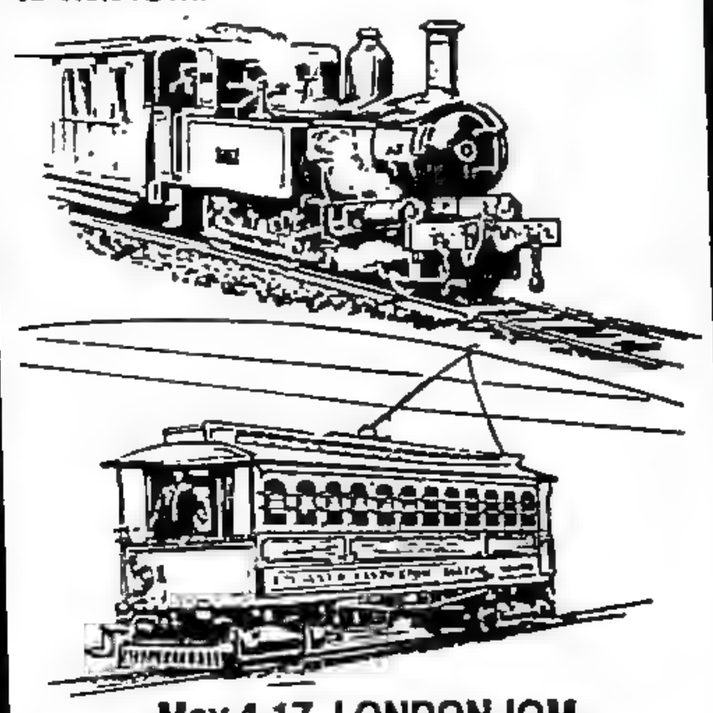
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photos in the semi-finals, and his Runner-Up Kodachrome features Santa Fe Dash 8-40BW 554 exiting the lower tunnel on the north track of Cajon Pass with a UPS train on May 16, 1991.

Bob Hart, Jr., of Mountainside, New Jersey, whose 1988 Runner-Up of a Conrail SD40-2 on Horseshoe Curve actually made cover one in "regular service" on the January 1989 issue, placed a very strong Runner-Up this year with a classic view on Ektachrome of a northbound Amtrak Turboliner beneath the Bear Mountain Bridge along the Hudson River on October 21, 1984.

A Runner-Up winner last year, Jim Gunning of Orlando, Florida, repeated this year with an impressive rendering of Durango & Silverton K36 480 on the "High Line" above Rockwood, Colo., on September 24, 1991. Had the engine been in the hands of a less efficient fireman and been producing just a little bit of smoke, this particular Kodachrome would have been a strong contender for First Place.

Of course, talk about smoke, and you can't miss the dynamic image of SP *Daylight* 4449 on the photo runby at Crescent Lake, Oregon, on April 27, 1991, headed south for Railfair '91 and the 10th Anniversary of the California State Railroad Museum in Sacramento. The Kodachrome was taken by Alan Barrett of Sacramento, who is the graphic designer for Pentrex's videotape jackets and other projects.

A third contestant is featured in WE'D LIKE YOU TO MEET... by virtue of Runner-Up winner Bruce C. Nelson also making his debut this month as a feature author with the Circus Train article. One of the most unusual Cover One Contest entries was his awesome Kodachrome view of the Chicago skyline behind the CTA's oldest set of equipment in regular service on September 25, 1989, on the Ravenswood line approaching the Merchandise Mart stop. The 6101-6102 were built by St. Louis Car Company in 1950 and restored to a variation of their original livery as a tribute to their historic status.

A stark image of modern railroading at its best characterizes the Kodachrome by Colin F. Johnson of Portland, Oregon, of a C&NW Dash 8-40C and UP Dash 8-40CW leading a westbound "K" Line stack train over the Union Pacific east of Baker, Ore., east of Oxman Siding, heading for the Blue Mountains.

A splash of red in a sea of green, accented by ditch lights, red signals and Alco profiles, combined to make a winner for Dwayne Litzenberger of Westminster, Maryland, of Canadian Pacific M636s 4708, 4718 and 4717 on D&H southbound No.556 at East Worcester, New York, at 15:31 hours on 17 June, 1992.

Our 1992 Cover One Contest coverage ends with a sure note that you just can't argue with a classic, as Kyle Brehm's flawless execution of "the" shot of Western Pacific F-units (three and a Geep) crossing over the SP line in Altamont Pass with the westbound Stockton-San Jose Turn in 1978. (If the shot looks familiar, consider the cover of Virgil Staff's 1982 book "D-Day on the Western Pacific" with the painting of this same scene by Larry Fisher based on a Tom Moungovan photo featuring four Fs and a slightly different consist.) Former-Californian Kyle is now living in Billings, Montana, and the 913 is a prize display at the California State Railroad Museum in Sacramento.

We thank all 186 of you who sent in contest entries and look forward to the 1993 contest, which we will again run as an "unlimited" category format like we had this year. And like this year, the First Place winner will receive a cash prize of $200, with Second Place receiving $100 and Runners-Up $50 each. The deadline will be September 1, 1993. So turn our camera on its side and go to it!

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"mileage collectors" who will go to almost any lengths (pun intended) to ride over as much railroad track as possible. These are folks with log books and invariably a huge map on the wall with heavy marks over all the lines they have ridden in a train (and what some would give for my Cotton Belt Little Rock branch or Sandersville Railroad mileage).

This is a very respectable hobby pursued by generally well-to-do people (train fares are seldom cheap) who are more inclined to sit in the lounge car in a suit and tie than scramble about lineside in grubby jeans with oversized camera bags. Mileage collectors buy a good portion of the tickets that support long-haul excursions and short line ventures over "freight only" trackage.

Many tour operators depend on the mileage collectors for revenue and can usually guarantee a good turnout by including "rare" track routings. An extreme example of this was a recent trip on the Lake Superior & Ishpeming on which the vista domed consist was backed right out to the end of the Marquette ore dock — a few more feet and they'd have collected some wet "lakeage."

While walking the full length of one of those monster 30-car *"New River Train"* excursions behind Nickel Plate 2-8-4 765 and Pere Marquette 1225 during the 1991 Huntington Convention, I began to develop my

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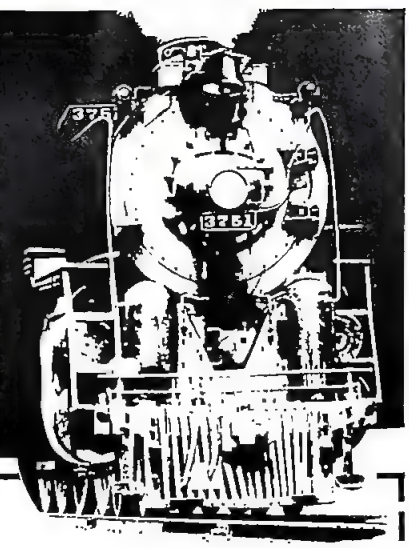

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theory of "aisleage collecting." In my pastime, you not only collect the track over which you've ridden, but you also log the aisles of the cars through which you've walked or in which you've ridden. To this end, like the mileage collectors, I've roughed out a few basic rules.

First, to log a car it must be on a moving train, not just sitting on a siding or in a station. The car itself need not be moving at the time you go through it as long as you are riding the train that includes the car in the consist. But to count the car, you have to walk the normal "aisle" from end to end — you can't count a business car, for instance, by just sneaking into the vestibule.

For the sake of simple courtesy, you need not — and should not — enter every roomette or restroom in the car to log it, but in the case of dome cars or multi-level cars, you need to include all the normally "public" areas. In a Santa Fe super dome, for instance, you need to traverse both the upstairs and downstairs aisles, and no ride in the *Plaza Santa Fe* would be complete without stepping into the Turquoise Room. Obviously, this is not a

Railfanning is:

Chasing the Steamtown double-header to Binghamton with a CPR 4-6-2 and CNR 2-8-2 and roaring up Highway 11 behind a car with Ontario license plates.

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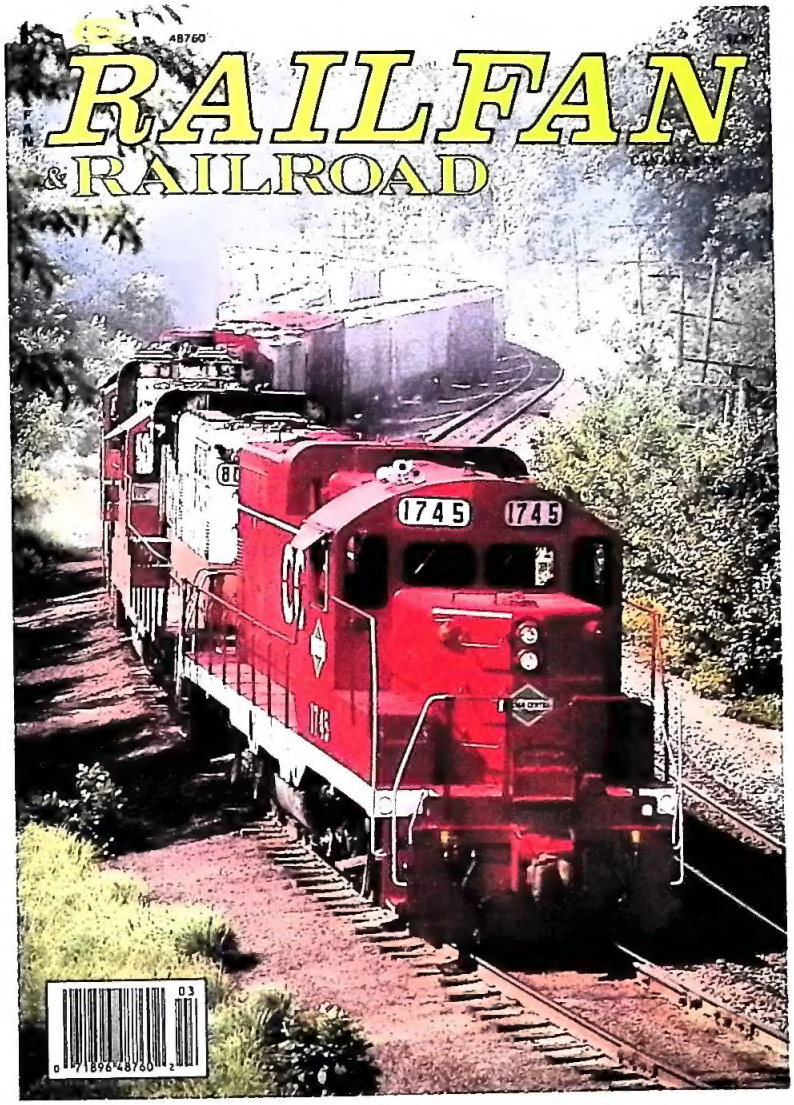

Dale Hearn

hobby for boorish slobs, and the success of an aisleage collector will be due in large measure to his or her ability to be a gentleman or lady and a consummate diplomat, as the truly valuable "collector's cars" will be the First Class or private cars.

There will need to be a scale of "ranking" cars to compare the relative merits of regular service equipment with excursion consists and private varnish moves. And surely, the crew car on a steam excursion will rank high as the executive PV on the other end (on that New River excursion, I realized after the trip was done that I'd ridden the Fort Wayne crew car but overlooked the Pere Marquette crew car). Cab rides, of course, are in a league of their own.

While it is obvious that a dining car, dome lounge or business car will have a high ranking, there is also the other end of the scale. In my game, you will have to *deduct* one First Class car from your list for every rehashed Lackawanna m.u. or Long Island pong car you walk through!

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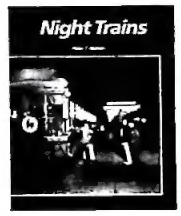

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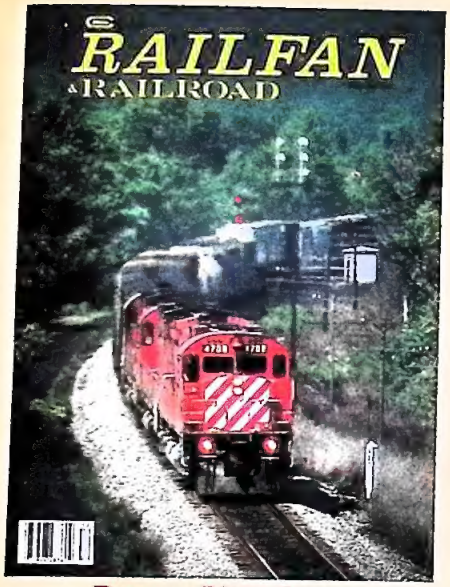

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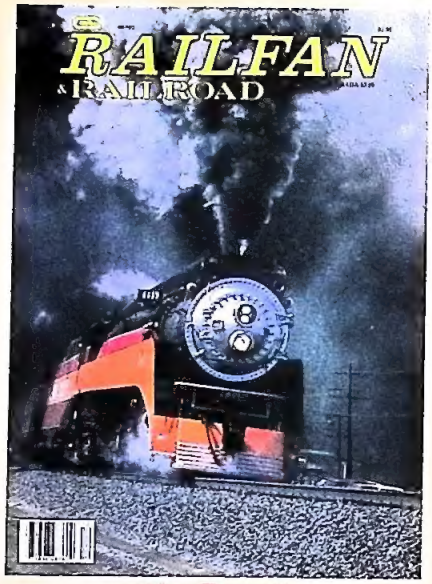

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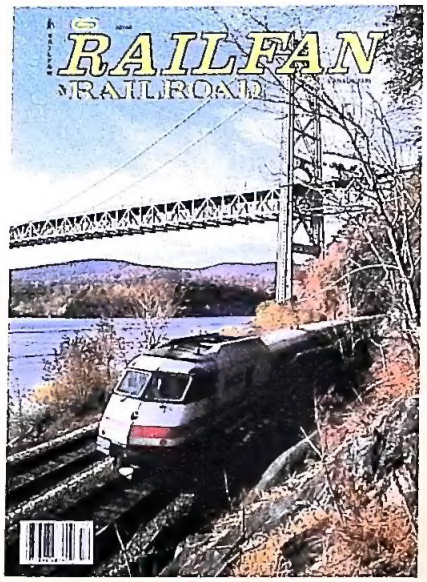

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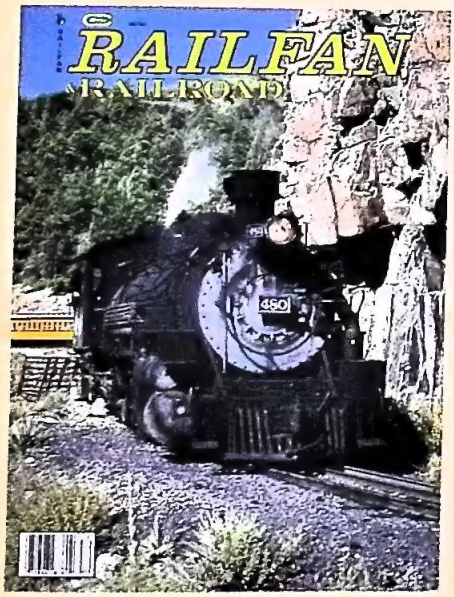

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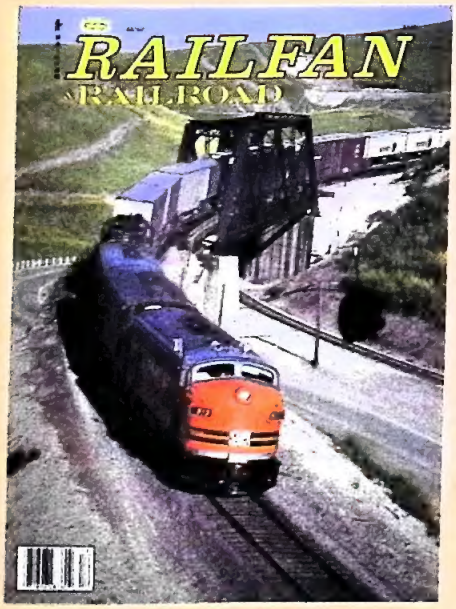

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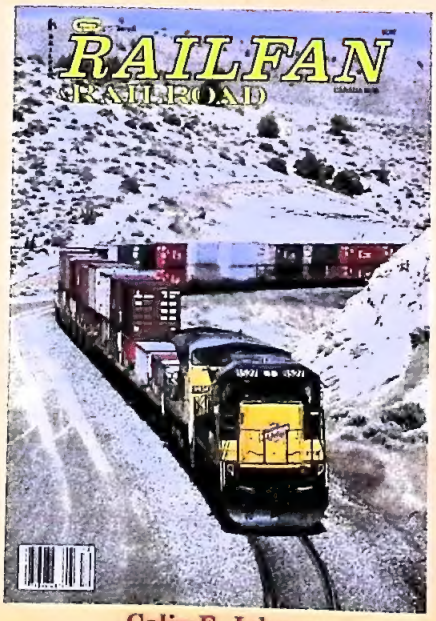

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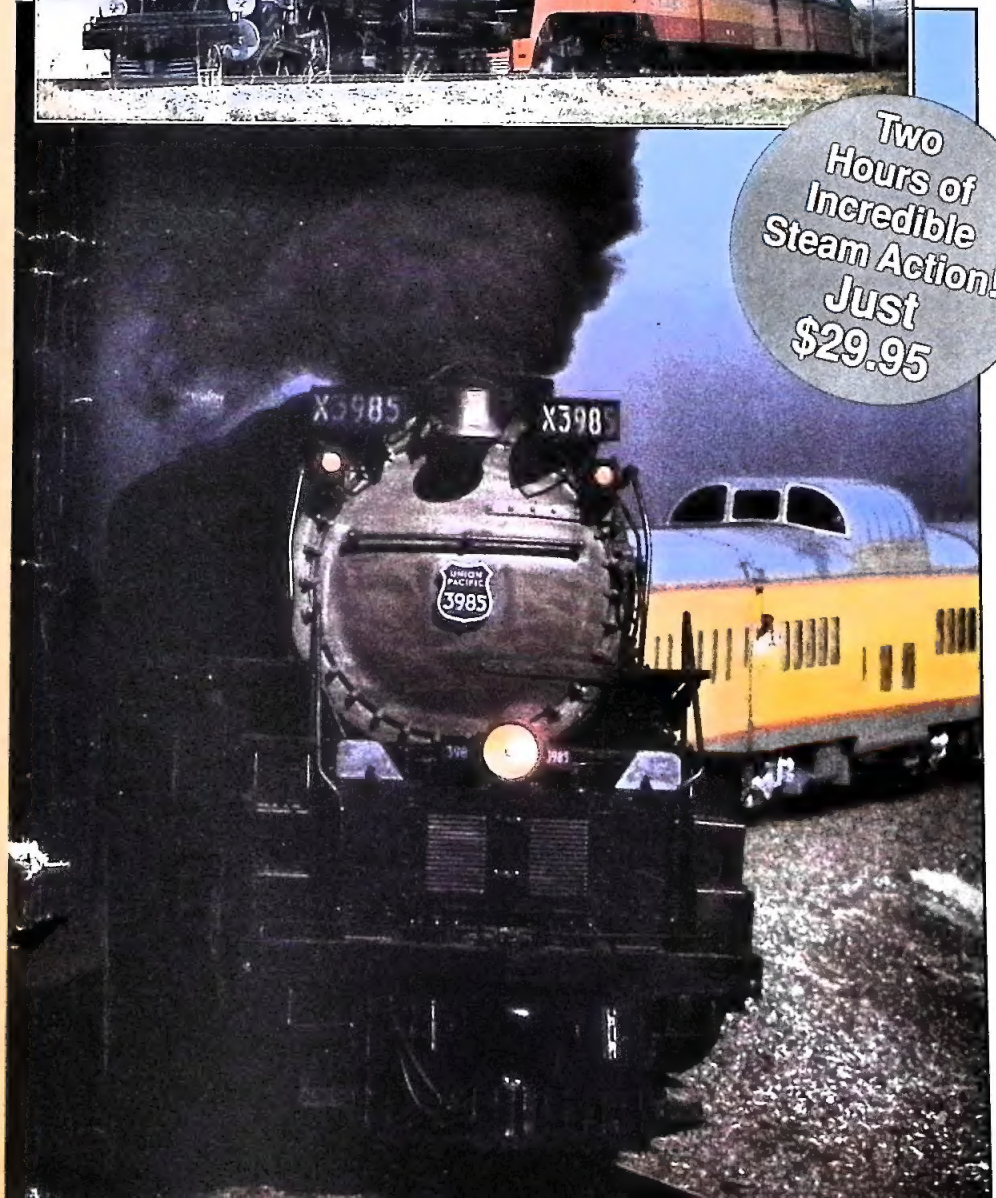

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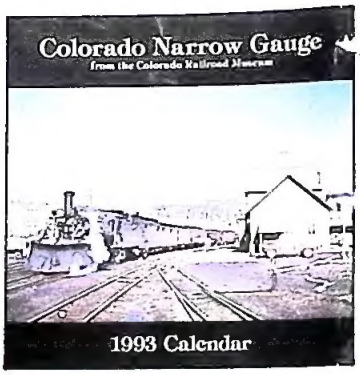

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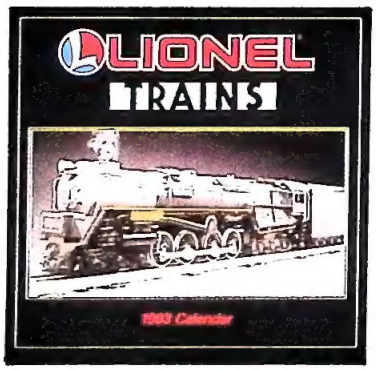

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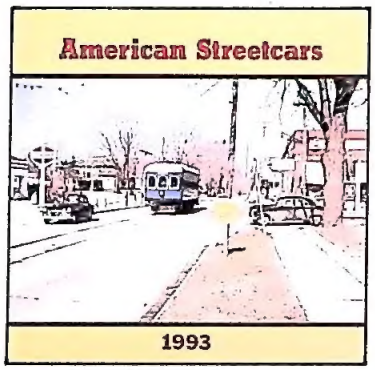

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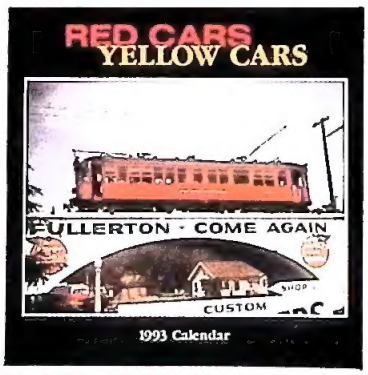

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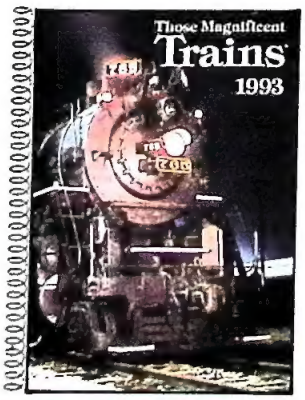

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